



Complete Agenda

Democratic Service
Swyddfa'r Cyngor
CAERNARFON
Gwynedd
LL55 1SH



Mae'r ddogfen hon hefyd ar gael yn Gymraeg.

This document is also available in Welsh.

Meeting

PLANNING COMMITTEE

Date and Time

1.00 pm, MONDAY, 13TH JULY, 2026

NOTE

This meeting will be webcast

https://gwynedd.public-i.tv/core//en_GB/portal/home

Location

**Hybrid - Siambr Dafydd Orwig, Council Offices, Caernarfon LL55 1SH
and Virtually via Zoom**

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(DISTRIBUTED 07/07/26)

PLANNING COMMITTEE

MEMBERSHIP (15)

Plaid Cymru (10)

Councillors

Elwyn Edwards
Dafydd Meurig
Elin Hywel
Olaf Cai Larsen
Berwyn Parry Jones

Huw Rowlands
Delyth Lloyd Griffiths
Gareth Tudor Jones
Edgar Wyn Owen
Dyfrig Siencyn

Independent (4)

Councillors

Louise Hughes
John Pughe Roberts

Anne Lloyd-Jones
Gruffydd Williams

Gwynedd First (1)

Councillor Gareth Coj Parry

PROCEDURE FOR SPEAKING ON PLANNING APPLICATIONS IN THE PLANNING COMMITTEE

The Council has decided that third parties have the right to speak on planning applications at the Planning Committee. This leaflet outlines the normal operational arrangements for speaking at the committee.

1.	Report of the Planning Service on the planning application including a recommendation.	
2.	If an application has been received from a 3 rd party to speak the Chairman will invite the speaker to come forwards.	
3.	Objector or a representative of the objectors to address the committee.	3 minutes
4.	Applicant or a representative of the applicant(s) to address the committee.	3 minutes
5.	Local Member(s) to address the committee	10 minutes
6.	Committee Chairman to ask for a proposer and seconder for the planning application.	
7.	The committee to discuss the planning application	

AGENDA

1. APOLOGIES

To accept any apologies for absence.

2. DECLARATION OF PERSONAL INTEREST AND PROTOCOL MATTERS

To receive any declaration of personal interest and to note protocol matters.

3. URGENT ITEMS

To note any items that are a matter of urgency in the view of the Chairman for consideration.

4. MINUTES

6 - 24

The Chairman shall propose that the minutes of the previous meeting of this committee, held on, 15th of June 2026, be signed as a true record.

5. PLANNING APPLICATIONS

To submit the report of the Head of Environment Department.

5.1 APPLICATION NO C26/0238/15/LL LAND ADJACENT TO 10 WARDEN STREET, LLANBERIS, LL55 4HP 25 - 39

Erection of new dwelling

LOCAL MEMBER: Councillor Gwilym Evans

[Link to relevant background documents](#)

5.2 APPLICATION NO C25/0671/14/LL YSGOL SYR HUGH OWEN FFORDD BETHEL, CAERNARFON, GWYNEDD, LL55 1HW 40 - 53

Erection of new 2400mm high wire mesh fence to part of playing field boundary

LOCAL MEMBER: Councillor Ioan Thomas

[Link to relevant background documents](#)

5.3 APPLICATION NO C24/1032/04/LL LAND BY LL23 7NR, FRONGOCH, LL23 7NR 54 - 95

Temporary operation of a meteorological mast and ancillary structures for a

period of up to five years.

LOCAL MEMBER: Councillor Elwyn Edwards

[Link to relevant background documents](#)

5.4 APPLICATION NO C24/0323/14/LL LAND BY MURIAU PARK HOTEL, Ffordd Bont Saint, Caernarfon, Gwynedd, LL55 2YS 96 - 149

Proposed petrol filling station, electric vehicle charging hub, retail building and creation of new access and associated works to include landscaping.

LOCAL MEMBERS: Councillor Menna Trenholme and Councillor Cai Larsen

[Link to relevant background documents](#)

5.5 APPLICATION NO C24/0755/19/LL LAND ADJACENT TO MEIFOD ROUNDABOUT, MEIFOD FARM, PWLLHELI ROAD, BONTNEWYDD, LL55 2TY 150 - 206

Roadside services and associated works

LOCAL MEMBERS: Councillor Menna Trenholme and Councillor Cai Larsen

[Link to relevant background documents](#)

PLANNING COMMITTEE 15 June 2026

Attendance: Chair: Cllr Huw Rowlands
Vice-chair: Cllr Edgar Owen

Councillors:

Elwyn Edwards, Delyth Lloyd Griffiths, Louise Hughes, Gareth T Jones, Anne Lloyd Jones, Cai Larsen, Dafydd Meurig, Gareth Coj Parry, John Pughe Roberts, Dyfrig Siencyn and Gruffydd Williams.

Local Member: Councillor Gwilym Evans

Officers: Ivan Evans (Head of Legal Services - Monitoring Officer), Gareth Jones (Assistant Head of Environment), Gwawr Hughes (Planning Manager), Elan Mared Lloyd (Senior Planning Officer), Elen Charles Morris (Planning Officer), Rhys Cadwaladr (Senior Minerals and Waste Planning Officer), Dafydd Jones (Legal) and Lowri Haf Evans (Democracy Services Officer).

1. APOLOGIES

Apologies were received from Councillor Elin Hywel and Councillor Berwyn Parry Jones; Cllr Llio Elenid Owen (Local Member application 5.7)

Cllr Dyfrig Siencyn was welcomed as a new member of the Committee.

2. DECLARATION OF PERSONAL INTEREST AND PROTOCOL MATTERS

- a) Councillor Cai Larsen declared an interest in item 5.2 (C25/0671/14/LL) as he was on the Board of Governors of Ysgol Syr Hugh Owen. The Member believed that it was a prejudicial interest and he therefore withdrew from the Chamber during the discussion on the application.
- b) Iwan Evans (Head of Legal Services – Monitoring Officer) declared an interest in item 5.1 (C26/0238/15/LL) as his brother was the relevant architect. The officer was of the opinion that it was a prejudicial interest, and he left the Chamber during the discussion on the application.
- c) The following Member declared that he was a local member in relation to the item noted:

Councillor Gwilym Evans (who was not a Member of this Planning Committee), in item 5.1 (C26/0238/15/LL) on the agenda.

The following Member declared that he was representing the Local Member in relation to the item noted:

Councillor Gareth Williams (who was not a Member of this Planning Committee), in item 5.4 C25/0777/39/LL on the agenda.

3. URGENT ITEMS

None to note

4. MINUTES

The Chair signed the minutes of the previous meeting of this committee, held on 18 May 2026, as a true record.

5. PLANNING APPLICATIONS

The Committee considered the following applications for development. Details of the applications were expanded upon, and questions were answered in relation to the plans and policy aspects.

5.1 APPLICATION NUMBER : C26/0238/15/LL Land near 10 Warden Street, Llanberis

Erection of new dwelling

- a) The Senior Planning Officer highlighted that it was a full application for the erection of a family dwelling of a detached two-storey design, with the gable end of the property facing the public road; the proposed house would be of a modern pitched roof design built into the slope. It would measure approximately 7.2m high to the highest point of the roof, with a balcony on a substantial terrace being installed to the rear of the property which would extend out approximately 2.5m and serve the floor.

An application for a single property on this site (26.02.2026) under reference C25/0927/15/LL had been refused. Although some amendments had been made to the plans of the current application, including the removal of two first-floor openings that faced the property next door and reducing the size of the balcony so that it did not extend out past the house's side elevation, the size and layout of the property generally continued to be the same in terms of size and scale.

The application was submitted to the Planning Committee for a decision at the Local Member's request.

Reference was made to Policy TAI 15 of the Local Development Plan (LDP) which stated that Councils would seek to ensure an appropriate level of affordable housing in the plan area. Two or more housing units was the threshold, and as only one unit was proposed in this case, Policy TAI 15 was not relevant in this case, and it was not necessary to provide an affordable element.

Policy PCYFF 3 required developments to offer a design of high-quality that respected and assimilated with the character and context of the area. In this case, it was considered that the proposed house did not reflect the traditional design of the adjacent terraced houses on Warden Street. Although the design had been modified somewhat since the previous application, its bulk, height and more contemporary features continued to appear disproportionate and out of character with the local environment. In addition, as the site was on a slope, the dwelling would sit higher than the surrounding houses and therefore stand out in the landscape. As a result, it was considered that the building would create an oppressive effect and would not naturally blend into the streetscape or the surrounding landscape. The proposal therefore did not add to or enhance the character or appearance of the area, and was contrary to the requirements of policy PCYFF 3. Although some materials attempted to refer to the historic landscape, it was considered that a more sensitive design for the site could be submitted.

In terms of residential amenities, significant concerns were raised about the impact of the development on neighbouring properties. Although the proposed balcony had been reduced, it remained a prominent feature at the rear of the property and was likely to cause over-looking and privacy issues – these risks particularly affected residents of the neighbouring chapel and No. 10 Warden Street.

In addition, it was considered that the location and layout of the property meant that movements in and out of the new house would take place in a narrow gap near No. 10, rather than towards the street like the rest of the houses. This would create a sense of oppression and negatively impact the residential amenities of that property. As a result, the proposal was considered to have an unacceptable impact on nearby residents and was therefore contrary to the requirements of Policy PCYFF 2.

The proposed biodiversity improvements were considered to meet the requirements of policies PS19 and AMG5 and Chapter 6 of Planning Policy Wales. The SUDS application had been submitted and approved – the proposal was acceptable and complied with the requirements of TAN 15.

It was explained that the property would provide a family home for a local person from the village and therefore it was not considered that it would be detrimental to the Welsh language. It was noted that conditions could be imposed, if the application was granted, to ensure a Welsh name for the dwelling; the proposal complied with the requirements of policy PS 1.

The Planning Officers recommended that the application be refused as the modern design of the proposed dwelling, with the extensive balcony and glazed doors/windows on the front and rear elevations, did not respect the character of neighbouring houses or that which was in the vicinity - the features would be incompatible. The proposal would not complement nor enhance the character and appearance of the site or area. Full consideration had not been given to its historical and built context and that its layout, appearance, scale, height, mass and treatment of the elevations contained incongruous, dominant and alien features that did not respect the context of the streetscape or site. The proposal was therefore considered contrary to criteria 1, 2 and 3 of Policy PCYFF 3:

- b) Taking advantage of the right to speak, the applicant noted the following observations:
- That he was brought up in Llanberis.
 - Several efforts had been made to submit an application and discuss with officers.
 - Accepted that the design was modern, but there was a need to move with the times - not everyone wanted a quarry house.
 - Several new, bold houses had been built in the village - some on the old Library site - these were modern, and it could be argued that they did not suit the surrounding area.
 - Design inconsistencies throughout the village.
 - The house would not have an impact on the flats as they were located at ground level.
 - An Airbnb was on the first floor of the flats - therefore, was there a priority over local people?
 - The SUDS application had been approved.
 - The application was within the development boundary of the village.

- c) Taking advantage of the right to speak, the Local Member made the following comments:
- That he was speaking on behalf of the Community Council which was supportive of the application.
 - While he welcomed recent new housing to the village it could be argued that they did not suit the surrounding area.
 - There were no objections locally and neighbours were in favour of the application.
 - There was a real need for housing in the village – several had been sold and were now used as Airbnbs or second homes – welcomed this as an opportunity for a local family to stay in the village.
 - Urged the committee to approve with possible conditions.
- ch) It was proposed and seconded to defer so that further discussions could be held with the applicant, and a site visit could take place so that the Committee could consider the issues in more detail.

RESOLVED: To defer in order to undertake a site visit.

5.2 APPLICATION NUMBER C25/0671/14/LL Ysgol Syr Hugh Owen, Ffordd Bethel, Caernarfon

Erect a new 2400mm high fence around part of the playing field boundary.

- a) The Senior Planning Officer stated that it was a full application for the erection of a fence around part of the playing field boundary at Ysgol Syr Hugh Owen.

The application was submitted to the Planning Committee because the Local Member had declared an interest and provided comments on the application.

It was highlighted that comments from the statutory and public consultation mostly referred to concerns arising from neighbours stating that it was an unnecessary development creating a visual impact, an impact on residential amenities and a human rights impact. A letter had also been received supporting the fence because there were problems with stones being thrown, trespassing on private property and litter being thrown into gardens.

Reference was made to Policy ISA 2, which relates to community facilities, including schools, and states that the LDP will assist in the maintenance and improvement of community facilities. The proposal would be located on the boundaries of an existing school, and the fence would be needed around the building to improve security within the school grounds. In terms of principle, the proposal was considered to be reasonable and in line with the principle of Policy ISA 2 of the LDP.

The proposed fence would be a green "weldmesh", which is a see-through fence and therefore it was considered that it would not create a closed or oppressive view of the school or the surrounding houses. As it was in keeping with the existing school fencing and allowed visibility, it was considered that it would not create a visual impact in the area, and it therefore complied with policy PCYFF 3.

It was reported that some neighbouring residents had objected on the grounds of visual impact and oppressive feeling, but it was noted that fencing of this type was common in schools to protect staff and pupils. As similar fencing already existed around the site, the proposal was consistent with the environment. The new fence would be approximately 4–5 metres from the rear of the houses, providing an adequate gap so that it did not have a significant impact on private amenities. It was reiterated that consideration had to be given to the need to protect pupils and school grounds as well as the land outside the school from damage, and on balance it was considered that this type of fence would not cause significant harm to the amenities of the local neighbourhood, and therefore it complied with Policy PCYFF 2 of the LDP. In addition, it was highlighted that trees had a protection order along the boundary with a condition to be imposed to ensure that no work on the trees was carried out without prior permission – this would protect the trees as part of the development.

The proposal did not meet the thresholds for the submission of a Welsh Language Statement or a Welsh Language Impact Assessment Report; however it was not considered to be detrimental to the Welsh language and therefore it complied with the requirements of Policy PS 1.

It was considered that the planning matters had been addressed in full with some comments referring to operational matters. The land ownership certificate was not considered to be incorrect, as the applicant was acting on behalf of the School and the Council, and the content of certain documents submitted was not considered to be incorrect or defective. It was reiterated that it was a matter for the applicant to contact neighbouring landowners and there was no obligation to do this under the Planning system.

It was considered that the proposal was acceptable and complied with the relevant policies. It was recommended to approve the proposal with conditions.

- b) Taking advantage of the right to speak, an objector to the application made the following observations:
- Whilst accepting that the observation was outside the planning process, the Prescription Act 1832 allowed a right of way by prescription if there had been uninterrupted use for 40 years; it was an insurmountable right, an absolute one, which could not be defeated, that there had been evidence of uninterrupted use for over 40 years by several property owners so installing the fence would be a breach of law.
 - Para 5.3 of the report stated, "The new fence will separate the gardens of the neighbouring houses from the school playing field, and the fence will be approximately 4 to 5 metres away from the rear of the houses in question. We therefore believe that this area between the rear of the houses and the fence is sufficient not to create a significant negative and adverse impact on the private amenities of the owners of those houses". There was no information indicating that there were already fences and walls separating the gardens of neighbouring houses and the school's playing field.
 - A site visit by a planning case officer provided the necessary physical context to evaluate a planning application, allowing the officer to assess the impact on

neighbouring properties taking into account the visual impact, and understand the local character, which was essential before making a recommendation to the Committee. It would be interesting to know whether the case officer had carried out a detailed inspection of the site and more pertinently from where that inspection was carried out.

- To properly evaluate this proposal and to understand why several objections were received, the officer who expressed objections would have to visit the properties that had expressed objections to see the impact that the proposed fence would have, before making a decision on the recommendation. Strongly argued that a recommendation could not be brought to the Committee without considering the impact of installing a fence on a property i.e. the effect of looking up at the fence and a sense of being closed in. Assuming that an assessment by an officer who had either not visited the site or that only a visit from field level was carried out - unaware of a request by an officer for permission to enter a property to carry out an assessment, which was surprising!
- Given the topography of the land, the fence would be more or less at the height of the first floor of several properties. The fence would be a prominent feature that would have an oppressive and unsympathetic effect on the property, resulting in a sense of being shut in and a significant loss of amenity. When looking up from a back door at a fence, the top of the fence would be about 5 metres higher than where someone is standing, quoting from the report "approximately 4 to 5 metres away from the back of the houses".
- The difference in level between the field and several of the properties was obvious. There was no reference to these different levels in the report – this information was important and argued that it should be considered intensively before reaching a decision.
- Confirmed his objection along with the objections of many other residents to allow the installation of a fence due to a significant negative and adverse impact on the private amenities of owners – an unnecessary fence given that walls and fencing already existed on the site between the school grounds and properties.

c) It was proposed and seconded to approve the application.

ch) A proposal to undertake a site visit was made and seconded.

RESOLVED: To defer in order to undertake a site visit.

5.3 APPLICATION C26/0057/33/RC Part of field near Penboncyn, Boduan, Pwllheli, LL53 6DR

Re-submission of an application previously refused to revoke a 106 agreement relating to the erection of an affordable house permitted under reference C10D/0017/33/LL on part of a field near Penboncyn, Boduan, Pwllheli.

- a) The Planning Manager highlighted that it was an application to revoke a 106 agreement attached to planning permission in 2010 which ensured that the property would be an affordable unit with a discount of at least 40%. The application had been submitted as the current owners did not consider the house to be an affordable house, even at a discounted rate due to its financial value. It was noted that the property had not been constructed, but that work in connection with the planning permission, including the entrance, had

commenced and therefore the planning permission was extant. The property, if built in accordance with the permitted plans, would be a single-story detached house with 4 bedrooms and a living room located within the Boduan rural area which was well outside any current development boundary, and therefore in open countryside.

From a planning history perspective, the original applicant's application (not the current applicants) had been assessed and the need for affordable housing was proven. However, the size of the property was significantly larger than usual for a 4-bedroom affordable house and therefore, the recommendation made by officers then was to refuse the application. The application was discussed at the planning committee at the time and members had resolved to go contrary to the recommendation and approve the application subject to the completion of a 106 agreement. It was reiterated that Boduan was no longer defined as a rural village and therefore, the site was in the open countryside in terms of the relevant planning consideration.

It was noted that a previous application for the revocation of the 106 had been refused under delegated rights and the application had been submitted to the planning committee for a decision at the local member's request.

Reference was made to the procedure for assessing the revocation of 106 agreements, the specific criteria and that the agreement remained relevant – the agreement for ensuring that the unit was affordable in perpetuity. The site was originally in a location directly near a building coloured on the Gwynedd Unitary Development Plan proposals map, which defined Boduan as a Rural Village and, therefore, without complying with an affordable housing policy at the time it would not have been granted planning permission in the first place. It was reiterated that the need for affordable units in the area of Boduan continued and surrounding areas which had been evidenced by the comments of the Housing Strategic Unit. There was no other means of ensuring that the unit was affordable and therefore the agreement was considered to remain relevant.

It was highlighted that information submitted as part of the application referred to valuation, but had not been included, and that the applicants considered that the price was too high to be affordable and therefore available to those who would be eligible for it. It was noted that the area's estimated affordable house price was £126,315 using the Affordable Housing Supplementary Planning Guidance formula, but the maximum gross household income threshold for households in the assessment criteria for affordable need had increased from £45k to £60k due to rising house prices meaning more people were falling within the affordable housing need threshold. It was therefore considered that people who were eligible for affordable housing could reach this price.

It was noted that the house had not yet been built, and therefore there was an opportunity to look at ways of changing its size and design to reduce its value, e.g., the floor area to comply with space requirements set out in the Affordable Housing Supplementary Planning Guidance. It was also noted that it was not entirely clear what the applicants needed and if there was a real need for a 4-bedroom property.

Should the Local Planning Authority consider that the 106 was no longer acceptable or reasonable, paragraph 3.9.1 of the Affordable Housing Supplementary Planning Guidance confirmed that there may be circumstances in which the existing affordable units did not provide an affordable unit, even at the reduced rate, the Council may consider cancelling the agreement provided that a commuted sum was paid to contribute to the future provision of affordable housing i.e. the difference between the reduced value and the open market

value. It was noted that the applicants in this case considered that this sum would be unreasonable, but it was emphasised that this was the mechanism of securing affordable units through the Scheme and was therefore required if the proposal to revoke the 106 was acceptable.

Having regard to the information submitted as part of the application and the assessment completed, it was considered that an agreement under Section 106 continued to meet the relevant tests and continued to fulfil a useful planning purpose because they were relevant to the property, and as a means of ensuring that the property remained an affordable unit in the first place and in perpetuity. It was reiterated that the legal agreement was a means of ensuring that the LDP's current policies, as well as national policies and guidelines, were not undermined. It was considered that this proposal would undermine policies PCYFF 1 and TAI 15 of the LDP together with Supplementary Planning Guidance: Affordable Housing, Supplementary Planning Guidance: Planning Obligations and Technical Advice Note 2: Planning and Affordable Housing. The recommendation was to refuse to remove the 106 agreement.

- b) Taking advantage of the right to speak, the applicant's agent noted the following observations:
- It was a resubmitted application to revoke a section 106 agreement attached to a previous planning permission.
 - The original permission had been granted in 2011 for a single-storey affordable dwelling – the applicants at the time had been assessed and confirmed as in need of affordable housing.
 - However, the approved dwelling significantly exceeded what was expected for a 4-bedroom affordable dwelling – the application had been approved by the committee contrary to officers' recommendation.
 - At the time, the commitment set out a clear purpose, however now the planning policy and circumstances of ownership of the site had changed significantly – the site was now owned by a Welsh-speaking family.
 - The context of the policy had progressed under the LDP – Boduan was no longer within the development boundary and was considered in open countryside – generally, new dwellings were not supported and by today, an affordable dwelling in this location would not correspond with the current policy.
 - The dwelling was not truly affordable – well above the floor area guide for an affordable 4-bedroom home.
 - Located within a generous curtilage in attractive countryside – factors that increased its value.
 - Evidence of a valuation of £425,000 and even with a required discount of 40% the sale price would be around £255,000. An affordable house in this area was closer to £151,000 - reduced value remained over £100,00 than what could be considered as an affordable house price.
 - Commuted sum requirement was excessive and unreasonable – a commuted sum for one dwelling was not fair in scale and nature of the development.
 - Evidence about the need for local housing did not clearly support retaining the restriction. It was doubtful whether these particular properties would meet the local need in a meaningful way.
 - The commitment no longer served a useful planning purpose.
 - It no longer reflected current policy or supported a home that was truly affordable.
- c) It was proposed and seconded to refuse the application.

- d) During the ensuing discussion, the following observations were made by Members:
- The site was outside the development boundary and in open countryside.
 - What was wrong with getting an affordable house in a countryside site?
 - Permission had been granted contrary to the recommendation because of the 106 element and therefore it would be important to keep the house as affordable.
 - 6 were on the Tai Teg list and 27 were on the waiting list, so it would be important to keep it as a 106 property.
 - The buyers of the house had been aware that it had a 106.

RESOLVED: To refuse

Reason:

It is considered that the Section 106 Agreement that restricts the property to an affordable house for local need continues to serve a relevant purpose for planning use, and therefore, that it continues to secure necessary use in accordance with the guidance provided in 'Planning Obligations' Community Infrastructure Levy 2010 and Circular 13/97, Planning Policy Wales, Chapter 3 "Making and Enforcing Planning Decisions" and the Town and Country Planning (Modification and Discharge of Planning Obligations) Act 1992. Removing the agreement as noted in the application would also undermine the Council's strategy in relation to safeguarding an acceptable number of affordable houses within the county, which would be contrary to the relevant requirements of Policies PCYFF 1 and TAI 15 of the Joint Anglesey and Gwynedd Local Development Plan, 2017 together with relevant guidelines in Supplementary Planning Guidance: Affordable Housing, Supplementary Planning Guidance: Planning Obligations and Technical Advice Note 2: Planning and Affordable Housing.

5.4 APPLICATION NUMBER C25/0777/39/LL Fferm Sarn, Lôn Sarn Bach, Sarn Bach, Pwllheli, Gwynedd

Full application to demolish an existing dwelling (C3 use) and construction of a new replacement dwelling (C3 use) with improvements to an existing access.

- a) The Planning Manager highlighted that the proposal entailed the demolition of an existing empty building (which had clearly retained its status as a residential property) and the erection of a 4-bedroom, two-storey building partially over the footprint of the existing property but would be slightly higher. It was explained that the site was located within the development boundary of the village of Sarn Bach with a parallel class 3 public road and a public footpath leading off the road through the site. It was added that an existing vehicular entrance led past the gable of the property serving the site and was access to an established camping and touring caravan site attached to the property to the rear of the main building. The neighbouring buildings were to some extent a mix in design and finishes, but all included common features in form and finishes such as slate roofs and a finish of natural stone and render.

The application was submitted to the Committee for a decision at the Local Member's request.

In the context of the principle of the development, policy TAI 13 (demolition and re-erection of houses) was considered, highlighting that policy TAI 5 was not relevant because the existing property, considering its delegated rights to extend, was beyond the requirements of the policy. It was noted that the proposal complied with the requirements of policy TAI 13

and that there was no objection to the principle of demolishing the property and erecting another in its place.

However, it was considered that the proposed property, due to its design, finishes and scale would completely change the character of the site and attract the eye to an unacceptable degree. It would not respect its site context and location within the village. It was recognised that various examples of development had been permitted within the area, but that each application had to be considered on its own merit – in this case, it was not considered that the proposal had entirely succeeded in enhancing the character and appearance of the site as the design would create a much more prominent feature and would not integrate or contribute positively to the local streetscape and the development pattern of the surrounding area. The view was supported by the observations of the AONB Unit. It was accepted that an effort had been made to change the design of the property, but it was not possible to overcome all the concerns in terms of visual impact and impact on the AONB. To this end, the proposal conflicted with the relevant requirements of policies PCYFF 2, PCYFF 3 and AMG 1 of the LDP together with the advice of Technical Advice Note 12.

Reference was made to matters regarding residential amenities, transport, language and biodiversity, noting that they were acceptable.

The proposal was considered unacceptable in its submitted form as it failed to meet the requirements of relevant policies and guidelines. The officers recommended that the application be refused.

b) Taking advantage of the right to speak, the applicant's agent noted the following observations:

- The intention was to demolish an old farmhouse and build a new house in its place – no legal restrictions – the value of the existing house was well above the threshold of what was considered affordable housing for a local person.
- The applicants were a local Welsh-speaking family who intended to move from their farm in Cilan and retire to their Fferm Sarn property, to live and run the farm and their caravan park.
- The farmhouse in Cilan would be released for rent to a local family.
- The house was in poor condition. This had been confirmed by a structural engineer.
- The property had been vacant for 20 years.
- A 'Viability Assessment' proved that it would not be economical to renovate the house and that demolition was the solution. The principle of demolishing was not an issue.
- It was not listed or located within a conservation area. There were no architectural features to the property.
- It was within the local development boundary.
- Good design – there was an intention to use traditional materials in the rebuild.
- Officers were concerned about the size and scale of the design.
- Permitted Developments Rights (PDR) could allow the size of a house to be expanded without planning permission.
- The 30m2 proposal was less than PDR requirements - therefore, it could be argued that it was not too large for the area; the size had however been reduced following discussions.
- No objections from the Community Council or neighbours.
- It was proposed to rebuild slightly away from the road to improve the access, visibility and safety of public footpath users.
- More economical to demolish and rebuild a house within the development boundary.

c) Taking advantage of the right to speak, a member from a neighbouring ward noted the following observations (on behalf of the Local Member):

- It was not unusual to see a house being demolished and rebuilt in this area, but it was different here as a local family was submitting the application and not an applicant from across the border.
- Three generations of the same family had farmed at Fferm Sarn. The applicant currently lived on a neighbouring farm in Cilan but wanted to retire from farming and run the caravan park that already existed at Fferm Sarn. He intended to rent the farm in Cilan to a young local family.
- The house had been vacant for 15 years and was in a poor condition.
- A Structural Report had highlighted that a lot of work would be required to bring a building up to standard and therefore the best option would be to demolish and rebuild.
- Despite the collaboration and discussion with officers about changes to the plan to use the old slates of the house, adjust the size of the windows, reduce the size of the property's footprint and reuse of stones, it was disappointing that the officers were recommending to refuse the application.
- The Community Council had not objected to the application.
- The reasons for refusing were weak - they related to design, which was a matter of personal opinion. This was an ordinary house compared to the mansions in Abersoch.
- The applicant was entitled to maintain the existing footprint under Planning Permission: Development Rights, without planning permission.
- It was intended to create a new, larger entrance to improve safety for cars, caravans and public footpath users.
- This was not a new house – it complied with the requirements of policy TAI 13.
- Conversion of an empty house into a home. A great opportunity to use a dormant, unkempt house to a tidy, comfortable, energy efficient house.
- Asked the Committee to grant the application.

ch) It was proposed and seconded to approve the application, contrary to the recommendation. Reason: Design was a matter of opinion – this was acceptable given the diverse architecture of this particular area.

d) During the ensuing discussion, the following observations were made by Members:

- The Community Council did not object to the application.
- It would bring an empty house back into use.
- It was intended to move the property further back from the road.
- The applicant was within his rights to build a larger house.
- There were improvements here too – creating a safer access with better visibility – that were favourable to pedestrians and drivers.
- There was a need to move with the times.
- Houses of modern design and good quality should be supported – perhaps too strict with design rules.
- The house did not suit the area – too different from the original house.
- Design was a matter of opinion – while demolition and rebuilding would be acceptable, designs suitable for the area must be ensured. AONB comments needed to be considered.

In response to a question as to which design elements had been considered for this development, it was noted that the location, size, appearance, window pattern and balance of the design elements had been considered. Accepted that this was a matter of opinion, but it was the view of the local planning authority that the proposal was unacceptable in the submitted form.

RESOLVED To approve, contrary to the recommendation.

- 1. 5 years**
- 2. In accordance with the plans.**
- 3. Finish and slates on the roof.**
- 4. Archaeology condition - archive record.**
- 5. Biodiversity enhancements.**

5.5 APPLICATION NUMBER C25/0344/11/LL 219 - 231 High Street, Bangor, Gwynedd, LL57 1NY

Proposed development for the change of use of the former Waterloo Inn Public House (A3 use) and part of the former WH Smiths & USC units (ancillary A1 use) to form 13 self-contained residential flats (C3 use) along with internal alterations and reconfiguration to combine two existing retail units to provide stalls for retail purposes on the ground floor.

- a) The Senior Planning Officer highlighted that it was a full application for a property located within the boundary of the Sub-Regional Centre and therefore the principle of developing the site had to be considered against Policy TAI 1 of the LDP. It was reported that the indicative housing supply level for Bangor over the LDP period was 969 units. During the period between 2011 and 2025, it was noted that a total of 821 units had been completed in the city and the windfall land bank i.e. sites with extant planning permission on sites not designated for housing, stood at 164 units in April 2025. While the provision was already being addressed through the sites in the land bank, in such circumstances consideration would be given to the units that had been completed thus far within the Main Centres tier. Policy PS 17 of the LDP stated that 53% of housing growth would be located within the Sub-Regional Centre and Urban Service Centres with a shortfall of 135 units in terms of windfall provision within this tier.

By adding 13 residential units to the housing stock, this development would help to contribute towards the LDP's housing targets in a way that responded positively to the requirements of the local housing market and, therefore, it was believed that the proposal could be accepted under TAI 1 and PS 17 of the LDP. It was noted that Policy TAI 9 of the LDP approved the sub-division of existing properties into self-contained flats provided they conformed to a number of criteria discussed in the report. It was believed that the proposal was acceptable based on the requirements of Policy TAI 9.

Reference was made to the Housing Mix assessment, which was part of the Welsh Language Impact Assessment submitted, which noted that the projections of the Gwynedd Local Housing Market Assessment 2018-2023 showed a continuous growth in the number of 1 and 2 people households against a consistent shortage of suitable property. It was highlighted that the assessment indicated that while there was good provision for the student accommodation market in Bangor, there was a significant shortage in the young professionals' market for high-quality units. It was considered that sufficient evidence had

been submitted that there was a local demand for the size and type of units proposed here and, therefore, that the housing mix was appropriate and complied with policy TAI 8.

The site was located in a mixed-use area, which included residential uses as well as commercial and business uses. It was not considered that there would be a significant impact on the residential amenities of nearby properties in terms of over-looking or loss of privacy. Following a conversation with the Conservation Officer and amendments to the plans, it was concluded that the development would not be detrimental to the built quality of the Conservation Area and therefore, it was acceptable under policy AT 1. While concerns had been raised by the Public Protection Service regarding the potential impact of noise on residents, it was noted that ensuring adequate insulation was a matter for Building Control. Given the mixed nature of the area, it was not considered that general noise levels were unacceptable, and any incidents of unusual noise would be treated as a nuisance; it was considered that the proposal was acceptable in terms of residential amenities and complied with policies PCYFF 2, PCYFF 3 and TAI 9 of the LDP.

Although there was no provision for on-site parking, the proposal was considered acceptable given its central location, accessibility to alternative transport and adjacent parking provision and therefore, it complied with policies TRA 2 and TRA 4. The building was located in Bangor City centre and within a site that could be described as sustainable; Bangor bus station was within a 5 minute walk of the site with a frequent public transport service, shops were within comfortable walking distance of the site and the train station was approximately 10-15 minutes walking distance which was also served by public transport and taxis; the proposal complied with the requirements of Policies PS 4 and PS 5 of the LDP.

Reference was made to Policy TAI 15 which assessed the provision of affordable housing for developments of two or more units in Bangor, and in this case, three affordable units out of a total of 13 would be required. However, given the size and value of the flats, their prices were not expected to rise out of the reach of local residents and all the flats would be "affordable by design", but it was noted that there was an intention to impose a condition to ensure three affordable units in case there was a change in market values, in compliance with Policy TAI 15.

With the development being one for more than 10 living units, a Language Impact Assessment was submitted to support the application. It was considered that the proposal would have a neutral linguistic effect, by meeting local demand for flats and the needs of the community. With appropriate conditions, it was considered that the application would meet the requirements of Policy PS 1 of the LDP.

The site was located within the boundary of Bangor City Centre and the Main Shopping Area and national and local policies seek to protect and enhance the vitality and viability of town centres and their retail, service and social functions. In this case, commercial use would continue on the ground floor, retaining an active front facing shop window. It was not considered that the development would undermine the role of the Town Centre as it would carry out business activity that would contribute to the viability of the high street; the application was acceptable under the requirements of policies PS 15, MAN 1 and MAN 2 as they related to the protection of the role of town centre retail.

It was considered that the proposed use was acceptable and would not impair the area's character or cause unacceptable harm to amenities. It was recommended that the application be approved with conditions.

- b) It was proposed and seconded to approve the application.
- c) Taking advantage of the right to speak, an agent on behalf of the applicant noted the following observations:
- The flats responded to the need for self-sufficient dwellings.
 - The retail units and pub had been marketed since 2022 - there had been no interest or viewings to the pub.
 - It would be good to get the building back into use - it would add to the vibrancy of the high street and the city centre.
 - The proposal offered 1-, 2- and 3-bedroom mixed units.
 - Good links with employment, amenities, shops and public transport.
 - Three affordable units were proposed in accordance with policy requirements.
 - Multi-agency units would not be self-sustaining.
 - It would meet the need for housing locally.
 - The retail units on the ground floor would be smaller and affordable.
 - A local consultation had been carried out - there were no objections to the proposal, subject to conditions.
 - Research had been received which examined the loss of community properties and large retail units.
 - A positive investment for the city.
- ch) During the ensuing discussion, the following observations were made by Members:
- Disappointed that an iconic pub was closing in the County.
 - The high street was fast becoming a street of bed-sits.
 - The proposal was an acceptable use of a vacant building – flats and protected a retail site.
 - There was a need to regenerate the High Street.

In response to a question about a lack of response again from Bangor City Council, the Assistant Head of Department stated that he had contacted Bangor City Council directly noting the Committee's concern that the City Council was not offering a response to planning applications in the city. He highlighted that he had not received a response to his request and added that while there were no legal implications for offering comments, he stated that if the Committee wished him to contact again, that he would be happy to do so.

In response to a question about concerns that there was insufficient information in the report about the pub's viability, and it was sad to see another pub closing in the County, it was noted that the pub had closed since 2022 and that evidence of the pub's marketing had been included in the report.

In response to a question regarding black plates (x5) which appeared to provide structure and maintenance to the building, it was noted that the application did not state that they were retained or not, but that this would be an issue to be considered as a safety issue by building control.

RESOLVED: To approve subject to conditions:

- 1. Time - Five years.**
- 2. In accordance with the plans.**
- 3. Restrict the use class to C3 residential dwellings only.**
- 4. Restrict the construction hours.**

5. **The objectives of the Green Infrastructure Statement must be implemented.**
6. **Affordable housing condition**
7. **Welsh name**

Note:

Welsh Water

Assistant Head of Department to contact Bangor City Council again.

5.6 APPLICATION NUMBER C26/0046/34/LL Cefn Graianog, Llanllyfni, Caernarfon, Gwynedd, LL54 6SY

Application for operation of work to recycle, screen and recover inert waste materials.

Attention was drawn to the Late Observations Form which stated that the AONB had no objection.

- a) The Senior Minerals Officer highlighted that the intention was to recycle and recover inert waste through physical processes such as screening, to produce secondary aggregates in line with WRAP standards. The activities would take place on the existing hard standing and would be similar in nature to the site's current work. Materials would be transported through the existing road network, and water would be recycled on-site through a lagoon system, without discharging it off the site. The hours and conditions of operation would remain the same as those already established for the quarry.

It was explained that the application had been screened under Environmental Impact Assessment regulations and it was considered that the development was unlikely to have significant impacts, and therefore there was no need to submit an Environmental Statement.

In the context of the principle of the application, it was noted that the site had already been designated for waste management under Policy GWA 1 and was therefore acceptable. The proposal would include the treatment of up to 50,000 tonnes per year through physical processes alone, to produce recycled aggregates and materials; assessments had shown that there would be no significant impacts on the environment or local amenities. It was noted that national and local policies supported sustainable waste management, provided there were no adverse impacts on the environment or the amenities of residents. In this case, the assessments indicated that there would be no significant impacts in terms of landscape, environment or amenities. It was reiterated that the application was supported by a Waste Planning Assessment which highlighted the need for the facility, particularly to process material from dredging, and enabled the site to diversify its activities. Overall, the intention was to support the circular economy by reducing waste and the need for new materials, and it was therefore considered a sustainable form of development that complied with the relevant policies of PS 21, GWA 1 of the LDP and Technical Advice Note 21.

In the context of Visual Amenities and the landscape, it was noted that the application had been assessed against policies PCYFF 3 and PCYFF 4, which related to the impact of developments on landscape character and visual amenity, together with policies MWYN 3 and MWYN 9, which related to mineral developments and restoration. In this case, it was noted that the development was located within an operational quarry and the existing processing area, with no extension to the site's footprint and that the only physical change was a relatively low boundary along the site boundaries. It was added that the processing machinery was already present and smaller in scale than the existing mineral activity and

therefore would not present a significant new visual impact. It was stated that the assessments confirmed that there would be no unacceptable impact on the wider landscape or adjacent sensitive designations, as well as the development being limited to the life of the quarry and restored in accordance with the requirements of policy MWYN 9 and therefore the visual and landscape impacts of the proposed would be limited and acceptable, and complied with policies PCYFF 3, PCYFF 4, MWYN 3 and MWYN 9.

When considering General and Residential Amenities, it was reported that the proposal related to recycling and screening inert waste which was very similar to the current operations of the Cefn Graianog site and had been subject to management through planning conditions and environmental permits. Although the mineral policies were not directly relevant, it was noted that they provided clear guidance that unacceptable impacts on residents in terms of noise, dust and general amenities should be avoided. In this case, there were no sensitive properties within 100 metres, and the site was already operating under strict management arrangements; the intention was to impose the same operating control measures, and no objection had been received from the Public Protection Service. As a result, it was not considered that the development would have an adverse impact on local amenities and therefore complied with policies PCYFF 2 and GWA 1.

In the context of matters regarding Traffic, Public Rights of Way and Common Land, it was clarified that the proposal did not involve any changes to the existing access, and an increase in the number of transport movements was not expected, as the traffic would likely balance out the existing mineral activity. The local road network was considered suitable to cope with the traffic flow, and no adverse impact on public rights of way was foreseen; the proposal was acceptable from a transport perspective and complied with policies PS 4 and TRA 4.

In terms of ecological matters, it was noted that the applicant had submitted a Green Infrastructure Statement which followed a step-by-step approach to reduce the impact on biodiversity. The Biodiversity Unit did not object to the application and considered the statement acceptable. The development had been assessed under the Habitats Regulations and although the site was close to the Corsydd Eifionydd Special Area of Conservation and an adjacent Site of Special Scientific Interest, it was noted that the works were located outside these sites without hydrological or physical connection, and therefore there would be no direct loss of habitat and the water and dust management measures would reduce any further risks. As a result, and in line with NRW's advice, it was considered that there would be no adverse impact on the whole of the SAC and the proposal complied with PS 19, AMG 3, AMG 5 and GWA 1.

When considering Hydrology and Hydrogeology, it was highlighted that a small part of the site was in a flood risk zone, but also that an enclosed lagoon system had been designed to manage all water on the site as a self-sustaining system that would support the existing arrangements. It was not considered that the use of the system would have a significant impact on the flood risk. It was added that neither NRW nor the Lead Local Flood Authority had raised concerns, and it was not considered that the development would increase the flood risk and it therefore complied with Technical Advice Note 15.

In the context of heritage matters, as the development would use an existing hardstanding within the processing yard and there would be no impact on previously undisturbed land, no impact on archaeological interests was expected. Although listed monuments were within 350m of the site, Cadw had no objection and therefore the proposal complied with Policy PS 20.

In accordance with Policy PS 1, a Welsh Language Statement had been submitted. The application was expected to maintain the existing local workforce and support the use of Welsh in the workplace and based on the nature of the development it was not considered that there would be a negative impact on the Welsh language. It was added that the Language and Scrutiny Unit had submitted comments agreeing with this assessment, and it therefore complied with Policy PS 1 and the relevant guidance.

It was highlighted that Technical Advice Note 23 emphasised the need to consider the economic benefits of all developments and supported sustainable growth in the appropriate locations. The proposal to expand operations at Cefn Graianog Quarry, which would maintain and potentially improve local employment, would support the Welsh language and the viability of the community. As a result, the development was considered to make a positive contribution to the area's economy and complied with policies PS 5, PS 13 and TAN 23.

The officer noted that, in general, significant planning matters did not justify the refusal of the application, and the development was considered to contribute positively to the area's economy and complied with the relevant policies.

- b) It was proposed and seconded to approve the application - retain work in the area.

RESOLVED: To delegate powers to the Assistant Head of the Environment Department to approve the application, with conditions relating to the following:

- 1. Development to commence within 12 months of permission date.**
- 2. Operations shall cease by 31/12/2028. Restoration of the site by 30/06/2029 (to correspond with minerals permission ref. C24/1126/34/AC).**
- 3. In accordance with the approved plans.**
- 4. Mark the boundaries of the permission area and build a surface water collection point, including a bund to keep them on the site before commencing the development.**
- 5. Restriction on Permitted Development Rights, buildings, erection of structures, private roads, floodlighting and fences.**
- 6. Nothing other than inert waste excavation material shall be imported to the site (Waste Codes noted in the Waste Planning Assessment). An inspection of the material should be available upon request.**
- 7. No more than 50,000 tonnes of inert waste material is permitted to be carried to the site per year. No more than 20,000 tonnes will be stored on the site at any time.**
- 8. Unless otherwise agreed in writing, the details of the location and specifications of any floodlights will be submitted for the approval of the Waste Planning Authority before the installation work.**
- 9. Working Hours (corresponding with the existing).**
- 10. Noise restrictions (corresponding with the existing).**
- 11. Noise Control Plan to be submitted within 3 months of obtaining permission.**
- 12. All vehicles, equipment and plant operated on the site will be maintained in such a way so as to restrict the maximum levels of noise emissions to those noted in the manufacturers' specification. Equipment, plant and machinery will not be operated on the site without appropriate sound deadening screens, casework, enclosures and silencers.**

13. No operations on the site shall be undertaken in such a manner as to cause the raising of fugitive dust, and a water spray or other dust suppression system shall be maintained on site at all times together with an adequate supply of water. Stockpiles of materials and areas traversed by wheeled vehicles or within which the handling or movement of material is undertaken shall be watered or otherwise treated at such times and intervals as may be necessary to prevent the raising of such dust.
14. The surface of the site access to the public highway shall be kept free from mud and other debris and maintained at all times in a condition acceptable to the Waste Planning Authority such as to ensure that mud is prevented from being deposited onto the public highway.
15. Sheetings of lorries leaving and arriving at the site with stones or material that are less than 500mm.
16. Restriction of vehicular access to existing access arrangements.
17. A copy of this determination and the approved plans showing the method and direction of working and restoration shall be displayed in the operator's site office at all times during the life of the site.
18. The best practicable means and/or white noise reversing alarms shall be fitted to mobile plant and vehicles used on site.
19. Oil, fuels and chemicals stored on impervious base with bunds.
20. The operator shall monitor the site for the presence of non-native invasive plant species for each phase of the development, focussing particularly on Japanese knotweed, and implement control measures as appropriate.
21. Restoration and Aftercare (to match existing).

5.7 APPLICATION NUMBER C21/0590/17/LL Fferm Grafog, Groeslon, Caernarfon, Gwynedd.

Application for the change of use of land for the creation of a holiday touring site for caravans, motor homes (25 units) and tents (10 units), demolition of existing amenity building and erection of a new amenity building and associated developments; widening and improving the access to the A487 Trunk Road, including the installation of formal warning signs, which will facilitate the safe and efficient flow of traffic between the site and the A487.

Attention was drawn to the Late Observations Form.

- a) The Planning Officer highlighted that the site was a countryside site with the entrance located directly from the A487 Trunk Road. Currently, it was explained that the existing single-track entrance served the farm and the existing certified site, which allowed for five caravans and ten tents throughout the year; the site was located in a Wildlife Site and within a Surface Water Flood zone and Small Watercourses 2 and 3.

As the proposal involved a development for a touring caravan site, it was explained that it must be considered under policy TWR 5 of the LDP, which sets out a series of criteria for approving such developments.

The proposed development would be located on a level field surrounded by mature trees along its boundaries and therefore hidden from public locations; included retaining the existing hedge within the site and reinforcing the screening by proposing the planting of a new native hedge around the site to separate the caravan pitch from the wider field. It was noted that the existing facilities building, which included toilets and showers, would be demolished and

replaced with a higher quality mobile modular facilities building. It was added that the proposal was designed to meet licensing requirements in terms of space and facilities and therefore it was accepted that the development was standard and therefore compliant with Policy TWR 5 as it met the relevant criteria.

It was reported that the development was of high-quality in terms of design, layout and appearance, located in a non-invasive site which was effectively screened by the existing landscape features. It did not lead to an excess of hard surfaces, and the site was in an accessible location from the point of view of the main road network, where suitable access could be provided without significantly impairing the landscape's character. In addition, planning conditions could ensure that the site was used for holiday purposes only, for touring caravan use only, and that any units were removed from the site during periods when they are not in use.

It was added that the site relied on direct access off the A487 Trunk Road and as part of the application, improvements to the junction were proposed to enable two vehicles to pass safely when joining or exiting the trunk road, together with the installation of appropriate warning signs. The Welsh Government's Trunk Road Unit had originally noted an objection due to a lack of information and concerns about the safety of the access, in particular that the junction was narrowing to approximately 3-4m within 7m of the trunk road. However, during the application period, additional information and plans, including a Transport Technical Note, were submitted to respond to those concerns. As a result, there was no further objection from the Unit, provided that any consent was subject to certain conditions as set out in their response. On this basis, together with the proposed improvements and the possibility of imposing planning conditions to ensure road safety, the proposal was considered acceptable in terms of policies TRA 2 and TRA 4 of the LDP.

In the context of biodiversity matters, it was noted that the location of the proposed caravan site was within the Llain Ffynnon Wildlife Site, and approximately 25m from the Glynllifon Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), which has been designated due to its population of bats. As the Competent Authority under the Conservation of Habitats and Species Regulations 2017, the Council, before deciding to give consent for a project which is likely to have a significant impact on the SAC, either alone or in combination with other plans or projects, must consider any likely significant impacts on Special Areas of Conservation and Special Protection Areas. It was noted that this proposal sought to mitigate the impact on bats by planting a hedge to create a barrier to light spills, as well as creating a feeding habitat and providing a species-rich grassland.

It was added that Natural Resources Wales were now satisfied that the lighting could be controlled by a planning condition to ensure that it would not affect bat flight paths. In accordance with the information submitted, together with conditions to ensure their completion, it was not considered that the proposal would have an additional or adverse effect on the Glynllifon Lesser Horseshoe Bat population and would result in a neutral position for the Glynllifon Special Area of Conservation.

As a result of the development, an area of grassland currently used for horse grazing would be lost. While mitigation measures had been proposed, further comments were received from the Biodiversity Officer stating that additional improvements were needed to mitigate the

impact of the development, and further conditions were proposed. Subject to those conditions, there was no objection to the application. Subject to imposing appropriate conditions, it was considered that the development complied with Policies PS19, AMG 5 and AMG 6 of the LDP, together with the 2017 Regulations and Chapter 6 of Planning Policy Wales, by protecting designated sites and ensuring biodiversity improvements.

It was reported that visual, general and residential amenities, drainage and flooding, linguistic and sustainability matters were considered acceptable. The officers recommended to approve the application with conditions.

- b) Taking advantage of the right to speak, the applicant made the following observations:
 - Thanked the planning officer for the work undertaken in assessing the application.
 - She and her family had a strong connection with the community and the local area.
 - When they started the camping business in Grafog, the intention was to develop a high-quality site for visitors to stay and enjoy the area - they had worked hard to develop it.
 - Strongly hoped that the plan would continue to boost the local economy.
 - Asked committee to approve the application.
- c) The Chair highlighted that the Local Member had apologised for not being able to attend the meeting, and that she had no comments on the application.
- ch) It was proposed and seconded to approve the application.
- d) During the ensuing discussion, the following observations were made by a Member:
 - Holiday season from 1/3 – 31/10 – was there a need to revise the timetable to boost the local economy?

In response to a question as to the point of imposing a condition on the storage of touring caravans if enforcement officers were not available to check the action, it was noted that it was an enforcement matter, but if Members were aware of specific sites that were in breach of these rules, a request could be made for that site to be inspected. It was added that planning permission must be obtained for the storage of caravans, and that the storage of caravans was not part of this application. The applicant had no objection to the conditions proposed – they were standard conditions for touring caravan sites.

RESOLVED: To approve with conditions

1. Time
2. In accordance with the amended plans.
3. Limit the number of touring units to 25 caravans and 10 tents only.
4. Holiday use only and keep a register.
5. Touring unit's holiday season - 1 March to 31 October.
6. No storing of touring caravans on the site.
7. Trunk Road conditions
8. Natural Resources lighting condition
9. Biodiversity conditions
10. Construction work hours
11. Welsh name
12. Welsh language signs
13. Hard-standing condition

14. Footpaths condition

Notes:

NRW letter note

SUDS note

Licensing note

The meeting commenced at 13:00 and concluded at 15:20.

CHAIR

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

Number: 1

Application Number: C26/0238/15/LL

Date Registered: 16/04/2025

Application Type: Full

Community: Llanberis

Ward: Llanberis

Proposal: Erection of new dwelling.

Location: Land near 10 Warden Street, Llanberis, LL55 4HP

Summary of the Recommendation: TO REFUSE

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

1. Description:

- 1.1 This is a full application to construct a detached two-storey family dwelling situated on a slope to the south-west of the house at 10 Warden Street. The house would be a two-storey design with the gable-end of the property facing the public road. The upside-down layout would comprise three bedrooms, en-suite, bathroom, a snug room and storage on the ground floor, and a kitchen/open dining room, living room and bathroom on the first floor.
- 1.2 The proposed house would have a modern pitched roof design and will be built into the slope. It would measure approximately 7.2m high to the roof apex.
- 1.3 On the front elevation of the property there are two substantial windows on the first floor and slightly smaller windows on the ground floor. In addition, there is a balcony on a substantial terrace installed on the rear of the property. The balcony will extend out by approximately 2.5m again, serving the first floor. The terrace will have timber cladding, and the balcony will be surrounded by glass.
- 1.4 The roof of the proposed dwelling will be in natural slate together with the installation of solar panels and the walls finished in a white render with a panel of partially slate cladding on the front and side elevations.
- 1.5 The site is located within the development boundary. There is a wildlife site opposite the proposed new property. The site is within the Dinorwig Landscape of Outstanding Historic Interest.
- 1.6 An application for a single property on this site was refused on 26.02.2026 under reference number C25/0927/15/LL. Although some amendments have been made to the plans of the current application, including the removal of two first floor openings that faced the property next door and to reduce the size of the balcony so that it does not extend out past the house's side elevation, the size and setting of the property generally continues to be the same in terms of size and scale.
- 1.7 The application is submitted to the Planning Committee for a decision at the request of the Local Member.
- 1.8 The application was deferred in the Planning Committee on 15.06.2026 for a site visit.

2. Relevant Policies:

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 2.1.2 of Planning Policy Wales emphasise that planning decisions should be in accordance with the Development Plan, unless material considerations indicate otherwise. Planning considerations include National Planning Policy and the Local Development Plan.
- 2.2 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the 7 well-being goals within the Act. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act. In reaching the recommendation, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

2.3 **Anglesey and Gwynedd Joint Local Development Plan 2011-26, adopted 31 July 2017**

PS1: The Welsh Language and Culture

ISA 1: Infrastructure Provision

PCYFF 1: Development Boundaries

PCYFF 2: Development criteria

PCYFF 3: Design and place shaping

PCYFF 4: Design and landscaping

AMG 5: Local Biodiversity Conservation

PS 19: Conserving and where appropriate enhancing the natural environment

PS 1: The Welsh Language and Culture

TRA 2: Parking standards

TRA 4: Managing transport impacts

TAI 2: Housing in Local Service Centres

TAI 8: An appropriate mix of housing

TAI 15: Affordable housing threshold and distribution

AT 1: Conservation Areas, World Heritage Sites and Landscapes, Registered Historic Parks and Gardens

PS 20: Preserving and where appropriate enhancing heritage assets

Supplementary Planning Guidance (SPG): Maintaining and Creating Distinctive and Sustainable Communities

2.4 **National Policies:**

Future Wales: The National Plan 2040

Planning Policy Wales (Edition 12 - February 2024)

Technical Advice Note 12: Design

Technical Advice Note 24: The historic environment

Technical Advice Note 20: The Welsh Language

3. **Relevant Planning History:**

PLANNING COMMITTEE	DATE: 13/07/2026
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3.1 C25/0927/15/LL *Erection of new dwelling - Refused - 26.02.2026.*

4. Consultations:

Community/Town Council: Not received

Transportation Unit: Not received

CADW: Not received

Welsh Water: Not received

Public Protection Unit: Not received

Biodiversity Unit: The proposed parking spaces are within a wildlife site, however they are within the existing garage's footprint. The applicant has included a Green Infrastructure Statement with biodiversity improvements (tree planting, installation of bird boxes, bat boxes and insect hotels). All the improvements have been included in the planning designs. It is unlikely that the proposed development will lead to a significant negative impact on biodiversity.

Land Drainage Unit: We have no objections to this planning application. We have previously received a SAB application for this development (Ref: YGC25-1736-LL), which was approved on 09/09/2025.

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

Public Consultation: A notice was posted on the site and nearby residents were notified. The advertisement period has ended and correspondence was received supporting the application, noting that the application proposed a modern building that is in keeping with the environment, with sufficient parking provision, and creating a home for a local Welsh speaking family.

The Local Member has provided observations that support the application and note that this is an application to erect a dwelling-house for a person born in Llanberis and the neighbours have no objection. The Local Member emphasises that granting a dwelling-house for a local family will assist to reduce the real shortage of housing for local residents that already exists in the village and has an impact on the number of pupils in the local school.

5. Assessment of the material planning considerations:

The principle of the development

- 5.1 The site subject to the application is located on a slight slope to the south-west of a house in 10 Warden Street. The house is within the development boundary.
- 5.2 As the site of the house itself is within the Llanberis development boundary, which has been identified as a Local Service Centre, consideration must be given to the principle of developing the site against Policy TAI 2 of the LDP. The indicative supply level for Llanberis over the Plan period is 65 units (including a 10% 'slippage allowance'). In the period 2011 to 2025, a total of 21 units have been completed in Llanberis (11 on a designated site and 10 on windfall sites). The land bank, i.e. sites with extant planning permission, in April 2025, was 5 units (all on windfall sites). In considering the indicative supply for Llanberis, in principle, as this is one house situated within the boundary, it is considered that the proposal of providing a house on this site is in line with the LDP's strategy.
- 5.3 Policy TAI 8 states that all new residential development should contribute to improving the balance of housing and meet the identified needs of the whole community. As this is an application for one house this policy is irrelevant.
- 5.4 Policy TAI 15 of the LDP states that Councils will attempt to ensure an appropriate level of affordable housing in the plan's area. Two or more housing units is the threshold, and as only one unit is proposed in this case, Policy TAI 15 is not relevant in this case, and it is not necessary to provide an affordable element.

Visual amenities

- 5.5 Policy PCYFF 3 states clearly that proposals are expected to demonstrate a high-quality design that gives full consideration to its context in the natural, historic and built environment. Additionally, developments should add to and enhance the character and appearance of the site in terms of setting, appearance, scale, mass and elevation treatment. They should also respect the context of the site and its place in the local landscape.

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- 5.6 The typical traditional design of Warden Street is a terrace design located directly next door in a north-western direction from the site of the proposed dwelling. It is considered that the houses on the street and generally in the vicinity are of a more traditional design. The design of the proposed two-storey dwelling does not offer a progression in its design to the nearby houses with its bulk and modern features such as its large balcony (although it is recognised that it has been reduced since the previous application), size and orientation of the property and its general design facing the side elevation of the property next door is likely to appear disproportionate and will not respect what is in the vicinity.
- 5.7 As the proposed property is set on a slope it would sit fairly high on the land compared to Warden Street terrace and it would stand out in the landscape. It is considered that the size and scale of the building creates a dominant sense in the streetscene and does not blend in with the surrounding buildings.
- 5.8 It is not considered that this proposal would add to or enhance the character and appearance of the site or the local area. The proposed plan is not a traditional design to the site and there is concern that the appearance, scale, height or the general design of the house would not respond well and would not respect the context of the site. The proposal is therefore contrary to criteria 1, 2 and 3 of Policy PCYFF 3 in the LDP.
- 5.9 The site is located within the Dinorwig Landscape of Outstanding Historic Interest. This design does not respect the traditional character of houses in the vicinity in Llanberis but the materials of render and the element of slate cladding on the lower section of the southern elevation do try to give some consideration to the historic landscape. Although a contemporary design can sometimes be acceptable, it is deemed that it is possible to have a design that is more sensitive to the site than what is proposed. It is not considered that the proposal is totally contrary to the requirements of policies PS 20 and AT 1 of the LDP, and it is considered that the local impact is the most significant impact.

General and residential amenities:

- 5.10 As has already been mentioned, the site is on a slope to the south-west of a house in 10 Warden Street in the applicant's ownership, and south-east of the former Chapel which is now used as residential flats on the ground floor. It is recognised that the balcony on the first-floor level on the rear elevation of the building has been reduced since the previous application, it continues to extend along the rear of the property and there is concern that it creates a dominant impact on the chapel's residents. It is recognised that it is proposed to install a screen around the balcony, however, its size, location and height on the rear elevation causes a significant risk of overlooking to the chapel residential property but also to 10 Warden Street. It is also noted that the balcony projects out of the property's living space and it therefore is likely to be used often as an external amenity area, and because of its high level it may cause an unacceptable noise level.
- 5.11 The gable-end of the property will be visible from the nearby public road and there will be access to the property through a door on the north-east side elevation that is directly opposite the gable-end of number 10 Warden Street. On the previous application plans the first-floor windows faced into the garden of number 10, and these windows have now been removed from the current plans. However, due to the setting and orientation of the proposed property, all movements in and out of the property will occur in the small gap between the new house and property number 10, rather than on the front of the property like all the other houses in the terrace. It is considered that a house facing this orientation will cause an unacceptable and dominant impact on the property of

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10 Warden Street, as well as a significant impact on the amenities of property number 10 as a result of the impact of movements and the balcony.

- 5.12 Therefore, it is considered that the development is contrary to policy PCYFF 2 and causes a dominant impact and an unacceptable impact on the amenities of surrounding residential dwellings.

Biodiversity Matters

- 5.13 This property is opposite a wildlife site, and the proposal will use this area for parking, however, it is unlikely that the proposed development will lead to a negative impact on biodiversity according to the biodiversity officer.
- 5.14 The applicant has included a Green Infrastructure Statement with biodiversity improvements (tree planting, installation of bird boxes, bat boxes and insect hotels). All the improvements have been included in the planning design. It would be possible to impose a condition to ensure that the biodiversity enhancements are undertaken should the application be acceptable. It is considered that the enhancements proposed satisfy the requirements of policies PS19 and AMG5 and Chapter 6 of Planning Policy Wales.

Drainage Matters

- 5.15 This application has been submitted following the adoption of Technical Advice Note 15 Development, Flooding and Coastal Erosion on 31.03.2025. Paragraph 7.6 of the TAN confirms that a drainage statement is required with proposals that will be the subject of an application for a SuDS scheme. In this case, the application has been submitted and approved by the drainage body, therefore it is considered that the proposal is acceptable and complies with the requirements of TAN 15.

Highways Matters

- 5.16 No comments had been received from the Transportation Unit on this application, but as this is an application for only one house it is not considered that the proposal would cause unacceptable harm to the safe and efficient use of the road. Three parking spaces will be created opposite the property. Therefore, it is deemed that the development complies with Policies TRA 2 and TRA 4 in the LDP that secures sufficient parking standards.

Language Matters

- 5.17 In accordance with the Planning (Wales) Act 2015, it is a duty when making a decision on a planning application to consider the Welsh language, where it is relevant to that application. This is reiterated further in para 3.28 of Planning Policy Wales (Edition 11, 2019), along with Technical Advice Note 20. The Supplementary Planning Guidance (SPG) 'Maintaining and Creating Distinctive and Sustainable Communities' (adopted July 2019), provides further guidance on how it is expected for Welsh language considerations to be incorporated in each relevant development.
- 5.18 This proposal does not reach the thresholds to submit a Welsh Language Statement or a Report on a Welsh Language Impact Assessment; however, the guidance included within Appendix 5 notes that every retail, commercial or industrial development where there is no need to submit a Welsh Language Impact Statement/Assessment should show how consideration has been given to the language.

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- 5.19 The application is to provide a family house for a local person from the village. It is therefore not considered that the development would be harmful to the Welsh language. It is also possible to impose conditions should the application be approved to secure a Welsh name for the dwelling. Therefore, the proposal is not considered to be contrary to the requirements of policy PS 1.

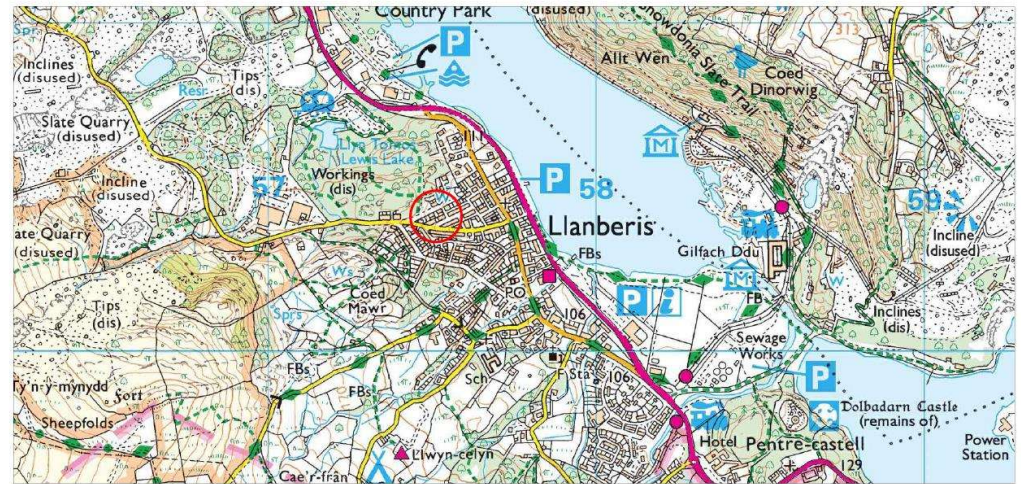
6. Conclusions:

- 6.1 Having considered the above and all the relevant planning matters including local and national policies and guidelines, as well as the observations received, it is believed that this proposal is unacceptable in the form submitted, as it fails to completely satisfy the requirements of the relevant policies as noted above.

7. Recommendation:

7.1 To refuse – reasons

1. The modern design of the proposed dwelling, with its large balcony and glass doors/windows on the front and rear elevations, does not respect the character of the neighbouring houses nor that within the vicinity and these features would be incongruous. The proposal would not complement nor enhance the character and appearance of the site or area. The proposal has not given full consideration to its historical and built context and that in terms of its siting, appearance, scale, height, massing and elevational treatment contains incoherent, dominant and alien features that do not respect the streetscape or site context. The proposal is therefore, considered contrary to criteria 1, 2 and 3 of Policy PCYFF 3: Design and Place Shaping of the Anglesey and Gwynedd Joint Local Development Plan (2011-2026).
2. Due to the location, size and height of the balcony and the front of the proposed dwelling which faces the next-door property, it is considered that the proposal would overlook and have a dominant and overbearing impact and would be detrimental to the amenities of nearby residents in terms of noise and nuisance. For this reason, it is considered that the proposal is contrary to the requirements of policy PCYFF 2 of the Anglesey and Gwynedd Joint Local Development Plan (2011-2026) relating to protecting the amenities of residents and the local area.



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Newidadau - Amendments

Cynllun - Job

**NEW RESIDENTIAL DWELLING AT
LAND ADJ. TO 10 WARDEN STREET, LLANBERIS**

Dyluniad - Drawing

LOCATION PLAN

Rhif Dyluniad - Drawing No.

3310:25:P1

Graddfa - Scale

1:1250 A3

Dyddiad - Date

December 2025

russell-hughes cyf
penseiri/architects

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** BARE ROOTED WHIPS BETWEEN 60 AND 90CM WILL BE USED. BEFORE PLANTING THE WHIPS
 BE KEPT IN A BUCKET OF WATER OR IN MOIST SOIL TO STOP THEM DRYING OUT AND DYING **
 ** ALL PLANTS TO BE PROTECTED BY SPIRAL RABBIT GUARDS WITH BAMBOO CANES
 + REMOVED AFTER 2-3 YEARS **
 ** AFTER 12 MONTHS ANY DEAD, DAMAGED OR DISEASED PLANTS WILL BE REPLACED.
 MAINTENANCE WILL BE CARRIED OUT FOR THE FIRST 5 YEARS UNTIL IT HAS BECOME ESTABLISHED
 THE HEDGE CAN BE TRIMMED BY HAND AFTER THE FIRST 12 MONTHS TO THE HEIGHT REQUIRED
 AND THEN AGAIN ON THE THIRD YEAR AS REQUIRED. ANY TRIMMING WILL BE CARRIED OUT
 BETWEEN OCTOBER AND FEBRUARY TO AVOID THE BIRD NESTING SEASON **



Postcard: a stamped manuscript, usually with an original letter.
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**NEW RESIDENTIAL DWELLING AT
PLOT ADJACENT TO 10 WARDEN ST, LLANBERIS**
Detailed - Drawing
PROPOSED SITE PLAN

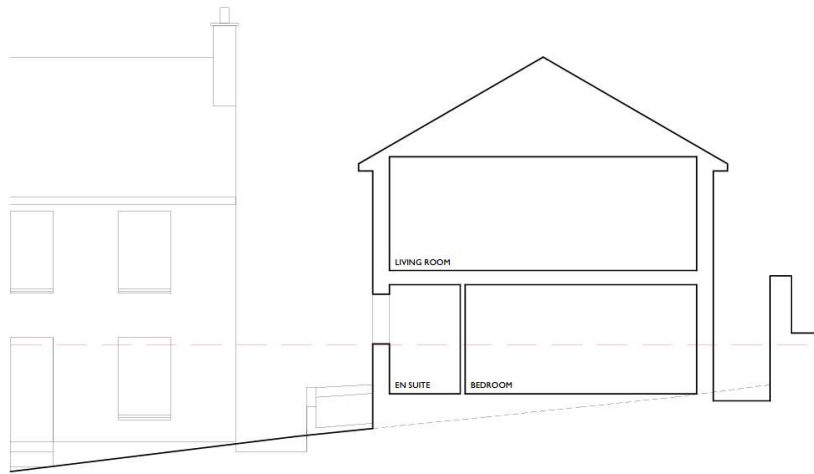
3310:25:P3
Credits - 3
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Enrolled - 0
December 2025

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partner architects

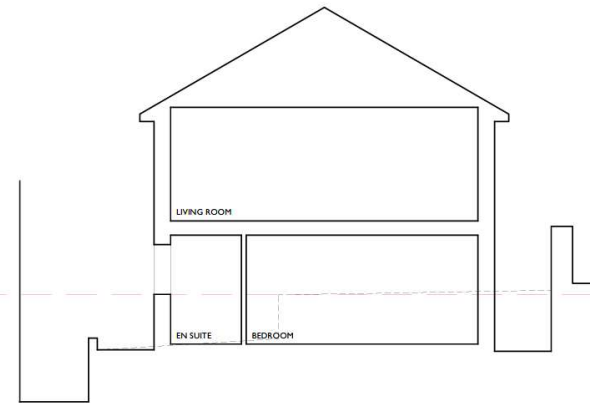
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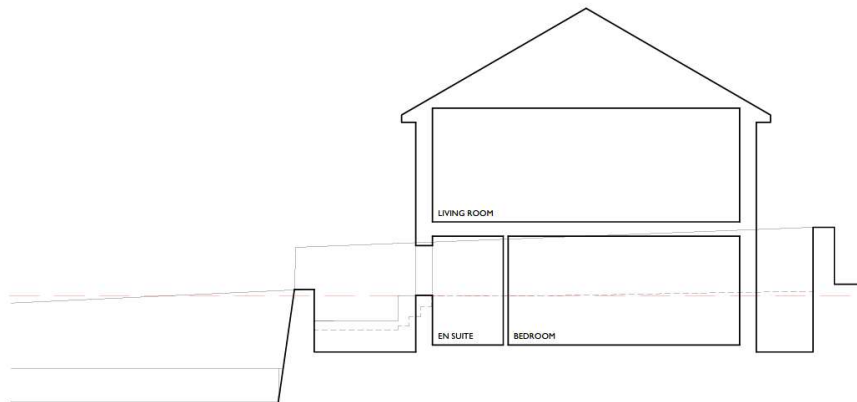




SITE SECTION A-A



SITE SECTION B-B



SITE SECTION C-C



Paidiwech a chymryd mesuridau graddfa oddi ar y dyluniad hwn
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Newidadau - Amendments

Cynllun - Job

**NEW RESIDENTIAL DWELLING AT
PLOT ADJACENT TO 10 WARDEN ST, LLANBERIS**

Dyluniad - Drawing

PROPOSED SITE SECTIONS

Rhif Dyluniad - Drawing No.

3310:25:P4

Graddfa - Scale

1:100 A3

Dyddiad - Date

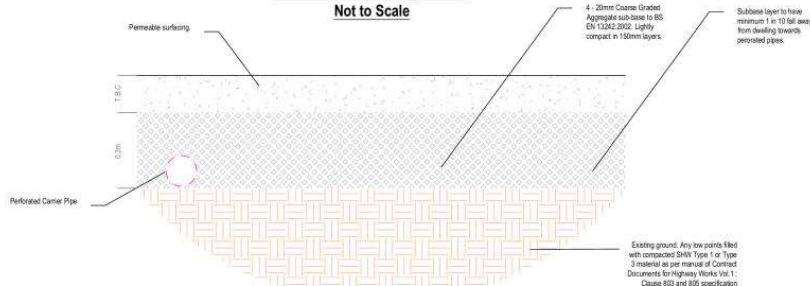
December 2025

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3. Life spans not provided at time of design, indicative life spans and FR levels specified by Architect used. Client and Owner/Government contractor to be responsible for checking and approving all design assumptions.
4. The designer must verify and certify that the design meets minimum standards and performance specifications for the proposed application. This includes compliance with the relevant provisions of the 7th Edition, the Malaysian Standards and the requirements of the Suburban Sewerage and Water Supply Act 1988.
5. E221 Manhole Cover and Frames. All chamber openings must have an impermeable surround compliant with SFA 716-1 equipment. All access covers must comply with EN 12401 Class B or better and must conform with European standard approval. There shall be no other fittings.
6. Manhole cover and frames shall comply with the relevant provisions of BS EN 12401 B1602 and Highway Agency Guidance Document HA 164/99. They shall provide a non-slip safety design surface which will ensure safe egress from the manhole.
7. All chamber openings must have an impermeable surround compliant with SFA 716-1 equipment.
8. At a minimum, Class B125 covers shall be used in Driveways where vehicles access is possible. All chamber openings must have an impermeable surround compliant with SFA 716-1 equipment.
9. Class B125 covers shall be used in footpaths, pedestrian areas and accessible locations. All chamber openings must have an impermeable surround compliant with SFA 716-1 equipment.
10. All manhole covers shall be the non-slip/wheel type and shall have closed Rivets.
11. All Pipes designed to PN VCI 10 in accordance with Specification for Adoption 77E Approved from DfW (Cem) given as follows:
- E222 Telegraphed to Streetlights Wall Pipes.
12. Thermoplastic/hot melt wall pipes that comply with the relevant provisions of BS EN 13476-1 and BS A550-3 and BS EN 13476-2 w/60% PEI. Pipes that are BS equivalent or have equivalent TUV Certification.
13. Pipes less than or equal to 300mm in diameter shall have nominal short term strength greater than 300N per mm² (43.5psi) acceptable for quality system for storage and embedment.
14. Nominal short term yield stress of 30M per mm² (242psi) acceptable for pipes greater than 300mm in diameter. Design load based on design load calculations which shall be provided to support it.
15. Transportation, handling, storage and laying shall be in accordance with the following:-

 - a) Where a lifting is required on a sewer length, it shall show the same internal bore in the lower. Maximum lengths of pipe for laying a 6m or 10 m, whichever is the greater unless stated can be agreed.
 - b) Where a trench excavation is required, the maximum depth shall be commensurate to contractors' works and report levels to the Engineer for approval.
16. All manholes to be constructed to DfW standard adopted details available online from DfW (Cem).
17. All pipes to have 150mm ground level and around 20mm clean stone or approved alternative.
18. Pipes with cover below 500mm will require reinforced concrete pipe reinforcement see Figure 8.2.5.3A, 7th Edition. Size will have minimum 300mm bearing edge size and slope shall consist of 150mm depth of GDN. The bedding preparation shall be as follows:-

 - Bedding preparation shall be two layers of A393 reinforcement GDN with 40mm coarse sand.
19. Design based on practical utility location. Please make the above services contacts on site before you could start the location work.
20. The proposed drainage system has been designed on the basis of the existing system has 40% water tank. To be accepted a proportion of non permeable geotextile membrane roofing the roof top and the surrounding area.
21. Water Butts to be located on each property rear down pipe to cut off S.D.S.

*NOT FOR CONSTRUCTION UNTIL CONNECTION APPROVAL
AGREED WITH S&B & UTILITY PROVIDER

Key Proposed Private Surface Water Network Surface Network ACO Drain Perforated Carrier Pipe Soakaways Water Buils Raised Bed Proposed Contributing Area Site Boundary	
SCHEME Proposed Development 10 Warden Street, Llanberis, Gwynedd	
DRAWING TITLE Surface Water Network General Arrangement	
DATE DRAWN: 21/05/2025 SHEET: 1 of 1	DATE CHECKED: 21/05/2025 SCALE: 1:200 @ A1
Drawing No. DC0134/01/01	REV B





PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF ASSISTANT HEAD OF DEPARTMENT	

Number: 2

Application Number: C25/0671/14/LL

Date Registered: 01/10/2025

Application Type: Full

Community: Caernarfon

Ward: Menai

Proposal: Erect a new 2400mm high fence around part of the playing field boundary

Location: Ysgol Syr Hugh Owen, Bethel Road, Caernarfon, Gwynedd, LL55 1HW

Summary of the Recommendation: TO APPROVE WITH CONDITIONS

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1. Description:

- 1.1 This is a full application for the erection of a 2.4m high fence around part of the playing field boundary at Ysgol Syr Hugh Owen. The new fence runs around the northern and north-western boundary of the playing field. The proposed new fence will be of a weldmesh type and a dark green colour.
- 1.2 The site lies within the boundaries of the school and the development boundary of the town, with residential housing adjoining it. The site does not lie within any other land designations.
- 1.3 This application is being submitted to the Planning Committee because the Local Member has declared an interest and provided comments on the application.
- 1.4 The application was deferred in the Planning Committee on 15.06.2026 for a site visit.

2. Relevant Policies:

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 2.1.2 of Planning Policy Wales emphasise that planning decisions should be in accordance with the Development Plan, unless material considerations indicate otherwise. Planning considerations include National Planning Policy and the Local Development Plan.
- 2.2 The Well-being of Future Generations (Wales) Act 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the 7 well-being goals within the Act. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act. In reaching the recommendation, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 2.3 **Anglesey and Gwynedd Joint Local Development Plan 2011-26, adopted 31 July 2017**

PS1 The Welsh Language and Culture

ISA 2 Community facilities

TRA 2 Parking standards

TRA 4 Managing transport impacts

PS 6 Alleviating and adapting to the effects of climate change.

PCYFF 2 Development criteria

PCYFF 3 Design and place shaping

PS19 Conserving and where relevant enhancing the natural environment

Supplementary Planning Guidance (SPG): Maintaining and Creating Distinctive and Sustainable Communities

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2.4 National Policies:

Future Wales: The National Plan 2040

Planning Policy Wales (Edition 12 - February 2024)

Technical Advice Note 12 – Design

3. Relevant Planning History:

C07A/0424/14/R3 SITING OF TEMPORARY CLASSROOMS – Permitted with Conditions 12-07-2007

C07A/0194/14/R3 SITING OF 4 MOBILE CLASSROOMS AND 2 STORAGE UNITS – Permitted with Conditions 09-05-2007

C12/1236/14/R3 INSTALLATION OF SOLAR PANELS ON ONE OF THE SCHOOL'S ROOFS – Permitted with Conditions 15-10-2012

C22/0906/14/LL Installation of new black 'bow top' style fencing and gates along the front boundary of the school together with the installation of a 'turnstile' to control access for pupils – Permitted with Conditions 15-02-2023

C22/0744/14/LL Formation of a full-size 3G sports pitch with associated 4.5-metre-high fencing, a 4-metre-high acoustic barrier, 6 x 15-metre-high floodlights, team shelters, hardstanding and landscaping embankment with planting – Permitted with Conditions 19-12-2022

4. Consultations:

Community/Town Council: No Objection (Unanimous)

Trees Unit: No objection as there is no pruning work to trees subject to a tree preservation order or excavation proposed as part of the application. Recommend placing a note on the permission as a reminder that the trees around the boundary are protected and that a separate application is required if any work needs to be carried out on the trees

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as a result of the development.

Public Consultation:

A notice was posted on the site and nearby residents were notified. The advertising period is ending and letters/correspondence objecting to the proposal have been received on the following grounds:

- A significant and oppressive visual impact, especially given the elevated level of the fields (appearing up to 4m)
- Significant harm to residential amenity due to proximity (4–5m) and a feeling of being closed in
- Human rights concerns in light of the impact on people's enjoyment of their home and mental well-being
- No proportionate benefit to the school or the community; suspect that the main reason is to control pupils
- Negative impact on the character and appearance of the area and incompatible with the environment
- Lack of early consultation with local residents
- Objection on grounds of unnecessary development without evidence of a safety risk
- A lack of evidence to support allegations of anti-social behaviour
- Residents' legal access rights (used over 40 years) implying a prescribed right
- Concern that the fence could prevent access to emergency services (e.g. air ambulance)

A letter was also received supporting the fence because there were problems with rocks being thrown, trespassing on private property and rubbish being thrown into gardens.

We note that the Local Member has declared an interest on this application and has provided comments which include the following issues:

- Indicates that he opposes the application
- There is no reference to the protected trees within gardens.
- The certificate of land ownership is not correct
- Disagree with the content of the design and access statement.
- Affects access rights
- It is an unnecessary development
- Visual impact
- Impact on residential amenities
- Impact on human rights

5. Assessment of the material planning considerations:

The principle of the development

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- 5.1 Policy ISA 2 relating to community facilities, which includes schools, states that the Plan will assist in maintaining and improving community facilities. Whilst there is no specific section in the policy relating to making alterations/adaptations to an existing site it is supportive of allowing the development of new community facilities within community clusters where there are necessary facilities to support the community. The proposal would be located on the boundaries of an existing school, and we can see from the information submitted that the fence around the building is required to improve security within the school grounds. In terms of its principle, the proposal is considered reasonable and to be in line with the principle of Policy ISA 2 of the LDP.

Visual, general and residential amenities

- 5.2 Policy PCYFF 3 of the LDP states that proposals are expected to demonstrate a high-quality design that takes full account of the context of the natural, historic and built environment. The proposal is for the erection of a security fence. The fence would be of a 'weldmesh' type – it would be see-through; therefore it would not appear to conceal the school grounds or the back of the row of houses that surround the school grounds. The fence would be of a green colour to match the fence that runs around the other boundaries of the school. The proposed finishes thus seem acceptable. The fence would be installed around the boundary of the school's playing fields, and in terms of location the fence would be considered acceptable. We do not consider that it would have an adverse effect on the area's visual amenities because of its dark colour that matches the existing treatment, and the fact that it is possible to see through the fence. The proposal is therefore considered acceptable with regard to the policy requirements of PCYFF 3 of the LDP.
- 5.3 There are some dwelling-houses to be found in the vicinity of the school, and a number of objections have been received to the proposal. Concerns were raised about the visual impact and feeling of oppression as a result of erecting the fence around the school boundaries, as well as the possibility that the fence will have a negative impact on the character and appearance of the area and be incompatible with the community. A fence of this type is often used around schools as a way of protecting the staff and pupils within the establishment. Most of the school's boundaries already use this type of fencing, therefore it is not a new element nor is it incompatible with this educational site. The new fence will separate the gardens of the neighbouring houses from the school playing field, and the fence will be approximately 4 to 5m away from the rear of the houses in question. We therefore believe that this area between the back of the houses and the fence is sufficient not to create a significant negative and adverse impact on the private amenities of the owners of those houses. The fence will be dark green and of a 'weldmesh' design, so will be see-through. This means that people will be able to see through the fence, and light will not be reduced as a result. Consideration must also be given to the need to protect the pupils and school grounds as well as the land outside the school from damage, and on balance it is considered that this type of fence would not cause significant harm to the amenities of the local neighbourhood. The proposal is considered acceptable in respect of Policy PCYFF 2 of the LDP.

Biodiversity matters

- 5.4 Several trees that are subject to a tree preservation order are located along the boundary where the fence is to be placed. No felling or pruning of the trees is proposed as part of the development, and there will be no intensive excavation near the roots for installing the fence. This means that we do not anticipate any impact on the trees that have a tree preservation order. In accordance with the comments from the Trees Unit, a note will be added to the consent to ensure that any

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pruning or cutting of the trees as a result of the development or in the future would require permission and shall be subject to a tree preservation order application before any work begins on the trees.

- 5.5 The proposal has no impact on biodiversity and a Green Infrastructure Statement has not been submitted, however a condition can be imposed with regard to achieving biodiversity enhancements through the proposal, and to this end the proposal is deemed acceptable and complies with the requirements of policy PS19 of the LDP together with chapter 6 of Planning Policy Wales (PPW) which deals with green infrastructure and biodiversity net gain.

Language Matters

- 5.6 In accordance with the Planning (Wales) Act 2015, it is a duty when making a decision on a planning application to consider the Welsh language, where it is relevant to that application. This is reiterated further in para 3.28 of Planning Policy Wales (Edition 11, 2019), along with Technical Advice Note 20. The Supplementary Planning Guidance (SPG) 'Maintaining and Creating Distinctive and Sustainable Communities' (adopted July 2019), provides further guidance on how it is expected for Welsh language considerations to be incorporated in each relevant development.
- 5.7 This proposal does not reach the thresholds for submitting a Welsh Language Statement or a Report on a Welsh Language Impact Assessment; however, the guidance included within Appendix 5 states that every retail, commercial or industrial development where a Welsh Language Impact Statement/Assessment is not required should show how consideration has been given to the language.
- 5.8 The proposal is to erect a fence around the existing grounds of the school. It is not considered that the development would be harmful to the Welsh language. Therefore, the proposal is not considered to be contrary to the requirements of policy PS 1.

Response to the public consultation

- 5.9 A number of comments were received from the public as a result of this application, and the issues raised varied. We consider that all planning matters have been addressed in full in the report. Some comments refer to operational issues. The land ownership certificate is not considered to be incorrect, as the applicant is acting on behalf of the School and the Council. The content of the documents submitted is not considered to be incorrect or defective. It is a matter for the applicant to contact neighbouring landowners should they have wished to do so, and there is no obligation to do this under the planning system. We also note that there is no requirement to justify erecting a fence, and the above report assesses the proposal against the relevant policies for erecting a fence. We note that many of the comments relate to issues beyond the planning system, including rights of access matters.
- 5.10 None of the issues raised alters the recommendation for the application in this case.

6. Conclusions:

- 6.1 Based on the above assessment, the proposal is considered acceptable and complies with the relevant policies.

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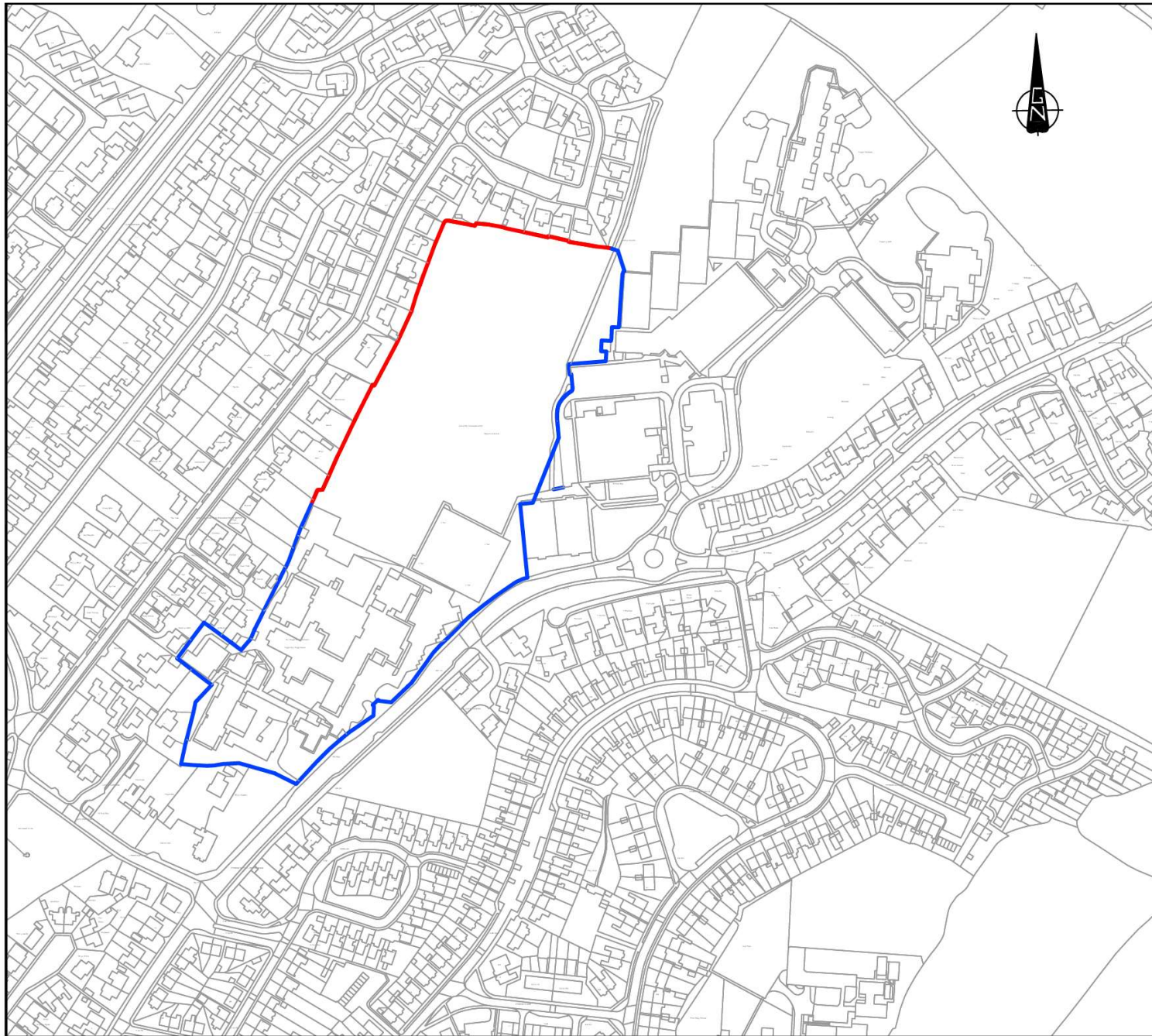
7. Recommendation:

7.1 To approve subject to conditions

1. 5 Years
2. In accordance with the plans
3. A dark green colour
3. Biodiversity enhancements

Note

1. This permission does not cover any work to trees that are protected under a Tree Preservation Order. Separate consent will be required for any works to the protected trees.



Rev	Description	Drawn	Date
1	This drawing is the property of Wakemans Ltd and must not be copied in whole or in part without their written permission. All discrepancies and errors or omissions must be reported to Wakemans prior to works commencing. This drawing must not be scaled.		
WAKEMANS 36 Y Maes, Caernarfon, Gwynedd, LL55 2NN Tel: 01286 672 581 e-mail: d.evans@wakemans.com			
Address:		YSGOL SYR HUGH OWEN NEW FENCING PLAYING FIELD BOUNDARY	
Title:		Site Location Plan	
Drawn:	DE	Checked:	-
Scale:	1:2500 @ A3	Job:	25330
		Drawing No:	25330-001
		Rev:	P









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Number: 3

Application Number: C24/1032/04/LL

Date Registered: 28/11/2024

Application Type: Full

Community: Llandderfel

Ward: Llandderfel

Proposal: Temporary operation of a meteorological mast and associated structures for a period up to five years.

Location: Land Adj. to LL23 7NR, Fron-goch, LL23 7NR

Summary of the Recommendation: TO APPROVE WITH CONDITIONS

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1. Description:

- 1.1 The proposed development, situated in highland near the summit of Pen y Bwlch Gwyn, is to erect and operate a temporary anemometric mast for five years. The mast will be a steel lattice structure with a 'matte' finish supported by guy wires with linked anchors to secure the mast in place, the mast is 100m high. A meteorological monitoring system (anemometers and wind vanes) will be installed on side booms from the mast. The structure includes a triangular lattice tower with guy ropes and climbing stairs incorporated on one side.
- 1.2 The proposed development is situated in highland near the summit of Pen y Bwlch Gwyn, which is approximately 2.1km away from Glan yr Afon. Pen y Bwlch Gwyn rises to a height of 501m, and the development is on land approximately 470-490m in height.
- 1.3 Eryri National Park is approximately 2.2km to the west, the proposed Glyndŵr National Park is approximately 7.8-8km to the south-east, with the Clwydian Hills and Dyffryn Dyfrdwy Area of Outstanding Natural Beauty approximately 12.9km to the east.
- 1.4 The development site is located approximately 2.5km from the 'Afon Dyfrdwy and Llyn Tegid' Special Area of Conservation (SAC), 3km from the Migneint - Arenig-Dduallt SAC and Special Protection Area (SPA), 5.6k from the 'Llyn Tegid' RAMSAR designation and 8.8km from the Berwyn SAC and SPA.

2. Relevant Policies:

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 2.1.2 of Planning Policy Wales emphasise that planning decisions should be in accordance with the Development Plan, unless material considerations indicate otherwise. Planning considerations include National Planning Policy and the Local Development Plan.
- 2.2 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the 7 well-being goals within the Act. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act. In reaching the recommendation, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

2.3 Anglesey and Gwynedd Joint Local Development Plan 2011-26, adopted 31 July 2017

PCYFF 2: Development Criteria.

PCYFF 3: Design and place shaping

AMG 2: Special Landscape Areas

AMG 3: Protecting and improving features and qualities that are unique to the character of the local landscape

AMG 5: Local Biodiversity Conservation

PS 19: Conserving and where appropriate enhancing the natural environment

TRA 4: Managing transport impacts

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ADN 1: Onshore Wind Energy

PS 7: Renewable Technology

2.4 National Policies:

Future Wales: The National Plan 2040.

Policy 17 'Renewable and Low Carbon Energy and Associated Infrastructure'

Planning Policy Wales (Edition 12 - February 2024)

3. Relevant Planning History:

- 3.1 Cyngor Gwynedd Local Planning Authority has not dealt with any relevant planning applications on the application site. However, a notice of motion to submit an application under the Development of National Significance (DNS) system on this site was received by the Planning and Environment Decisions Wales (PEDW). A DNS notice of a proposed application was submitted to PEDW and the official notice of receipt was published under Article 6 of the DNS Procedural Order 2016 on PEDW's website on 11 November 2025.

Application reference number

CAS-03527-H7Y5R9

Description of the proposed development

The Applicant is seeking planning permission for an onshore wind farm comprising 10 wind turbines, a Battery Energy Storage System (BESS), a project substation compound and associated ancillary infrastructure works. It is anticipated that the proposed development will have a generating capacity of circa 72 MW, subject to final turbine election.'

4. Consultations:

Community/Town Council: No response received.

Transportation Unit: No response received.

Natural Resources Wales: Response received on 24/03/2026:

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Thank you for consulting Cyfoeth Naturiol Cymru (CNC)/Natural Resources Wales (NRW) about the further information, relating to peat conservation in support of the above, which we received on 05 March 2026. We continue to have concerns with the application as submitted. However, we are satisfied that these concerns can be overcome by attaching conditions regarding protected sites and protected species to any planning permission granted and the document identified below should be included in the approved plans and documents condition on the decision notice:

Condition 1 - Protected Sites

Condition 2 - Protected Species

Document - Ecological Appraisal Note, avian ecology, Issue 3, 06/211/2024

Please note, without the inclusion of these conditions and document, we would object to this planning application.

Protected Sites

- River Dee and Bala Lake Special Area of conservation (SAC) The site lies within 2.5 kilometres of the River Dee and Bala Lake SAC.

Construction

The construction of the proposal has the potential, if not adequately managed, to pollute and discolour controlled waters. The proposal includes improvements and extension to the existing access tracks, minor watercourse crossings, and potentially tracking across areas of wet ground. The location of any site compound, and method of working have not been confirmed. We therefore advise that a Construction Environmental Management Plan

(CEMP) be provided that includes mitigation for any construction risk to the environment.

To secure appropriate mitigation measures, we advise that the condition set out below should be attached to any planning permission for this development. Provided the

development is carried out in accordance with those conditions, we do not consider that it will adversely affect the integrity of the SAC.

Condition - No development, including site clearance, shall commence until a Construction

Environmental Management Plan (CEMP) has been submitted to and approved in writing

by the Local Planning Authority. The CEMP should include:

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- Construction methods: details of materials, how waste generated will be managed;

- General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas,

appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.

- Soil Management: details of topsoil strip, storage and amelioration for re-use.

- Control of Nuisances: details of restrictions to be applied during construction including timing, duration and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; measures to control light spill and the conservation of dark skies.

- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of wastewater management.

- Traffic Management: details of site deliveries, plant on site, wheel wash facilities

- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.

- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details

- Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Justification: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction.

As the competent authority under the Conservation of Habitats and Species Regulations

2017 (as amended), your authority must, before deciding to give consent for a project which is likely to have a significant effect on a SAC/SPA/Ramsar site, either alone or in combination with other plans or projects, make an appropriate assessment of the implications

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of the project for that site in view of its conservation objectives. You must for the purposes of the assessment consult NRW and have regard to any representations we make within such

reasonable time as you specify. In the absence of that assessment, NRW cannot advise

that the proposals would not result in an adverse effect upon the SAC.

Operation

As above, we note the application site is within the catchment of the River Dee and Bala Lake Special Area of Conservation (SAC). In line with our Advice to Planning Authorities for Planning Applications Affecting Nutrient Sensitive River Special Areas of Conservation (28 June 2024), under the Habitats Regulations, Planning Authorities must consider the impact of proposed developments on water quality within SAC river catchments.

However, recognising the specific nature of the application submitted we are satisfied that there is unlikely to be a source of additional nutrients and/or a pathway for impacts. As such, in our opinion, it would be reasonable for your Authority to screen out this proposal as not likely to have a significant effect on the River Dee and Bala Lake SAC in relation to nutrient inputs. - Migneint – Arenig Dduallt Special Protection Area (SPA) and Berwyn SPA The proposal is located within 3 km of the above Migneint – Arenig – Dduallt SPA and 8km from the Berwyn SPA. Ornithological features may be impacted through disturbance and/or

collisions with the erected structures (including supporting guy wires).

We have reviewed the Ecological Appraisal Note (Avian Ecology, 6/11/2024) submitted as part of the planning application. We agree with the scope of ecological and ornithological field surveys undertaken to inform baseline conditions. We also agree that there is unlikely to be an adverse effect from this scheme on ornithological features of the above SPAs. We note the mitigation measures identified and advise that these are secured. The report

The applicant should note that where buffer distances are required or need to be considered then reference should be made to Goodship & Furness 2022 or alternative published

- Sites of Special Scientific Interest Providing the impact pathways referenced above for the SAC and SPAs identified above are adequately addressed, NRW consider the features of the SSSIs will also be adequately safeguarded.

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Protected Species

Breeding Birds

The ecological report notes that there is potential for curlew to be impacted by the proposal. Curlew are listed under Section 7 of the Environment (Wales) Act 2016. As identified above (Protected Sites (SPA) section), we agree with the scope of ecological and ornithological field surveys undertaken to inform baseline conditions within the ecological report. However, we do have some concerns relating to impacts on breeding curlew.

While we note that impacts would be temporary in nature, the mast would represent a high “predator perch” in an otherwise open landscape. We therefore advise that a breeding bird protection plan (BBPP) is included as a condition within any permission in order to limit potential impacts on curlew during the temporary deployment of the mast. This should include monitoring of use of the mast by potential nest predator species during the first breeding season post-construction and identification of measures that could be implemented should a high use of the mast by such species be detected.

Condition 2:

No development or phase of development, shall commence until a Breeding Bird Protection Plan (BBPP) has been submitted to and approved by the Local Planning Authority. The BBPP shall include but not be limited to:

- i. Methods for survey of the use of the mast by species considered nest predators of curlew;
- ii. Timing and duration of monitoring;
- iii. Appropriately qualified persons and equipment to carry out monitoring;
- iv. Timing and format for presenting and dissemination of monitoring results including submission to all data relevant databases;
- v. Contingency prescriptions that will be carried out if high levels of use of the mast is detected by species considered nest predators of curlew;

The BBPP shall be carried out in accordance with the approved details.

Justification: A BBPP should be submitted to ensure that potential

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adverse impacts on breeding curlew are appropriately managed and limited as far as practicable during the operation of the scheme

Other Species

We note that the ecological report submitted in support of the above application (Ecological Appraisal Note, avian ecology, Issue 3, 06/211/2024) has identified that the proposed development and any works are not predicted to affect bats, any riparian mammal species such as otter, or amphibians e.g. Great Crested Newt.

Peat Conservation

We welcome the submission of the document “Foel Fâch Wind Farm: Supplementary Information - Meteorological Mast, Vanja Krage Water Research Centre Limited (WRc)”,

received by your Authority dated 09/02/2026. While this appears to show there are significant accumulations of organic soils in the red line boundary and tracking route, none appear to be deep enough to be classified as peat alone.

When cross-referenced with Figure 5.5 (NVC Survey Plan) of the “Foel Fach Wind Farm – Environmental Statement Volume IV, Chapter 5 Terrestrial Ecology Figures”, the red line boundary and tracking route also do not appear to be within or immediately adjacent to any stands of probable peatland vegetation. We are therefore satisfied that this application alone will not impact on peat or peatlands.

Protected Landscape

Our landscape planning advice relates to the landscape character and visual amenity of the Eryri National Park (ENP), and the statutory purpose of the designation to conserve and enhance its natural beauty.

We have reviewed the additional information:

- Supplementary Information (Installation of a meteorological mast (up to 100m in height) at land to the north-east of Frongoch, Bala), Response to consultees, Savills, April 2025
- Additional information – viewpoints, Pegasus Group, June 2025
- Design and Access Statement – Appendix 1 LVA, RSK, April 2025

The proposed anemometer is likely to be discernible from a range of locations within the National Park and its setting and in some instances will introduce a new man-made element into an otherwise uninterrupted view. However, we advise, due to distance (2.2km at its closest point), the slender design and impermanence of the

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anemometer (insofar as it remains a transient standalone element), that the effects are unlikely to be significantly adverse as to be harmful to the landscape character, visual amenity or special qualities of the ENP. Further explanation is provided as follows:

Our previous advice (May 2025) highlighted the requirement for adequate reasoning/ evidence to justify conclusions stated in the Planning Design and Access Statement that;

“there are no adverse effects on receptors” and, “that the met. mast would be able to be accommodated within the landscape without unacceptable landscape or visual impacts” (page 4). The requirements were to provide viewpoint photography to evidence landscape effects.

Twenty-one viewpoints were identified as part of a scoping exercise for the associated Foel Fach windfarm which this proposal also relies upon for the LVA. Representative Viewpoints have been provided to support this LVA assessment of visual effects. The viewpoint photography is in respect of VP 2, 3, 4, 5, 6, 7, 9, 10, 11,12, 13, 17, 19 and is in general accordance with Landscape Institute Guidance.

The assessment of visual effects of the proposed anemometer on these viewpoints is set out in 1.10 and 1.11 of the LVA.

Viewpoints are assessed to have a low or very low magnitude of change resulting in a minor degree of visual effect in the case of viewpoints 2, 5, 9, 10, 11, 12, 13 and 17. This is due to the slender profile of the mast, distance from the site and context of the landscape settings including other landscape features.

The remaining 5 viewpoints (3, 4, 6, 7 and 19) are detailed below:

Viewpoint 3 Caer-gerrig represents users of the ENP at a distance of 3.3km from the mast.

From this viewpoint the mast will be clearly visible against the skyline as the only man-made feature breaking an otherwise uninterrupted horizon albeit of slender design. We concur that there is likely to be a medium magnitude of change fitting the description in the methodology as being a change in the view that is clearly notable in the view and forms an easily identifiable component in the view. Due to the high sensitivity of visual receptors within the ENP the significance of effects would be moderate. We agree that the temporary nature of the mast and distance supports an assessment of moderate minor degree of visual effect.

Viewpoint 4 Mwnwgl-y-llyn Bridge represents users of the promoted footpath in the ENP at a distance of 6.3km. We concur with the magnitude of change judgement to be low combined with the high sensitivity of recreational users resulting in a moderate-minor degree of visual effect.

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Viewpoint 6 Footpath Bryn-yr-Hydd represents users of the elevated footpath in the ENP at a distance of 6.6km. The mast would be visible against the skyline from this viewpoint. The LVA states that the distance and the wider panoramic context of the view would reduce visual prominence. The magnitude of change is judged to be low combined with the high sensitivity of footpath users results in a moderate minor degree of visual effect.

Viewpoint 7 Carnedd y Filiast (6.9km) represents hillwalkers within the ENP. The mast is likely to be visible within the wider landscape but sits below the skyline. We concur with the moderate minor degree of visual effect

Viewpoint 19 Moel y Garnedd (ENP) From this viewpoint the mast would be visible partially above the panoramic skyline. Due to being 6.9km from site the mast would represent a

slender vertical element within a distant landscape that includes other similar elements. We concur with the judgements of a moderate minor degree of visual effect

To conclude, we are satisfied that the effects are unlikely to be significantly adverse as to be harmful to the landscape character, visual amenity or special qualities of the ENP.

Other Matters

Our comments above only relate specifically to matters included on our checklist, Development Planning Advisory Service: Consultation Topics (September 2018), which is

published on our website. We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests.

We advise the applicant that, in addition to planning permission, it is their responsibility to ensure secure all other permits/consents/licences relevant to their development. Please refer to our website for further details.

If you have any queries on the above, please do not hesitate to contact us.

Dŵr Cymru:

Response received 23/12/2024:

We refer to your planning consultation relating to the above site, and we can provide the following comments in respect to the proposed development.

CATCHMENT

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The development falls within a Drinking Water Protected Area under article 7 of the Water Framework Directive. This article requires the UK to take action to protect drinking water sources. Section 7.3 states that the aim is ‘to avoid deterioration in water quality where this may lead to additional purification treatment being required’.

The proposed development falls within the DCWW Drinking Water Catchment known as The River Dee Catchment.

The site is approximately ~112km from the River Dee at Poulton abstraction point. With the information included in the provided in the planning documents, and due to the distance from the abstraction point, we have deemed this development to have low risk to drinking water quality. There are therefore no further comments.

Our response is based on the information provided by your application. Should the proposal alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representation.

Public Protection Unit: No response received.

Lead Local Flood Authority / Response received on 06/01/2025:

SAB:

Thank you for the following consultation and apologies for the late reply.

The unit has no observations to offer in terms of land drainage, local flooding risk or coastal erosion.

Heneb: No response received.

The Ministry of Defence Response received on 10/12/2024:

(MOD):

Offer observations and standard conditions.

North and Mid Wales Trunk Response received on 02/01/2025:

Road Agent:

I refer to your consultation of 05/12/2024 regarding the above planning application and advise that the Welsh Government as highway authority for the A494 trunk road does not issue a direction in respect of this application. However, the applicant is advised that, should the need for traffic management on the A494 arise, they should contact NMWTRA’s Streetworks Team prior to the commencement of any works on site to discuss any such requirements. If you have any further queries, please forward to the following Welsh Government Mailbox

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CADW:

Response received on 11/12/2024:

Thank you for your letter inviting our comments on the planning application consultation for the proposed development described above.

Advice

Having carefully considered the information provided, we have no objection to the proposed development in regard to the scheduled monuments or registered historic parks and gardens listed in our assessment of the application below.

The national policy and Cadw's role in the planning process is set out in Annex A.

Assessment

Scheduled Monuments

ME016 Tomen y Bala Castle Mound

ME042 Pen-Ucha'r-Llan Ringwork

ME063 Cefn Ddwysarn Camp

ME092 Llanfor Roman Fort and Camps (revealed by Aerial Photography)

Registered Parks and Gardens

PGW(Gd)25(GWY) Rhiwlas

The above designated historic assets are located inside 5kmm of the proposed development.

The proposed mast will be a 100m high triangular, lattice tower held by high tensile guy wires. An infrared aircraft warning light will be mounted at 100m. In most cases intervening topography will block views between the mast and the above designated historic assets. Where views are possible the slender nature of the mast makes it unlikely it would be clearly visible. As such the proposed mast will not have any effect on the way that any of the above designated historic assets are experienced, understood and appreciated. Consequently, the proposed development will have no significant impact on the settings of the above designated historic assets.

Eryri National Park Planning
Authority:

No response received.

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Conwy Local Planning
Authority:

No response received.

Cyngor Gwynedd Biodiversity
Unit:

Response received on 19/02/2025:

The applicant wishes to erect a wind mast on top of the hill where it is being considered to build a wind turbines. The applicant has provided an ecological report: Erection of a Meteorological Mast and Associated Works on behalf of Foel Fach Wind Farm Limited Ecological Appraisal Note by Avian Ecology dated 6th Nov 2024 This ecological appraisal note details the ecology and ornithological interest at the location of a proposed meteorological mast of up to 100 m high.

Habitats

The ecological report states “The proposed development would be situated within an area of heavily sheep-grazed acid, semi-improved grassland, which is relatively species-poor, and includes common bent *Agrostis capillaris* and wavy hair-grass *Deschampsia flexuosa*”. Although this habitat cannot be classed as those listed under section 7 of the Environment Act 2016, in my opinion it is a habitat of high biodiversity value because it indicates that it was once a heathland habitat, and likely that overgrazing has removed the heather plants. The construction of the proposed development would result in the temporary loss of a maximum of 0.001 ha. This is a very minimal loss of habitat. If it is a temporary loss, how will the habitat be restored? I recommend fencing the site for a few years to exclude grazing.

Species

Surveys recorded 9 bird flights: three red kite flights, two kestrel flights, two snipe flights, one hen harrier flight and one golden plover flight. Survey found: breeding curlew and hobby were >650 m and >450 m respectively from the proposed development, which is the upper limit in which disturbances have been detected in these species.

Impact

Without appropriate mitigation the erection, removal and routine or unplanned maintenance activities for the proposed met mast and ancillary infrastructure may lead to disturbance to breeding birds, and the presence of high tensile guy wires may pose a collision risk for some bird species, depending on flight behaviour and collision susceptibility.

Wildlife Site

The proposed location for the mast is within Wildlife Site Llandderfel 1343, selected for its upland habitats (acid grassland and heathland and bracken) and it would also qualify for the species present.

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Planning Policy AGM5 for the protection of Wildlife Sites, however this is an insignificant loss of habitat. Would access tracks be constructed to the proposed wind mast site?

Peat

No information is provided on the presence of peat or its depth at this location. Peat is a high carbon soil and National Planning Policy is for its protection of peat.

Mitigation

To reduce disturbance to nesting birds, I agree with the mitigation recommended in the ecology report that construction of the proposed development should avoid the bird breeding season (taken to be March to August, inclusive) or can provide written evidence to prove that birds will not be disturbed.

The ecology report suggests the use of deflectors to reduce bird strike, additionally I recommend monitoring of bird strikes by searching for corpses. The ecology report suggests RAMS for reptiles. This is acceptable.

Biodiversity Enhancement

None provided. I recommend habitat enhancement in the wider area, perhaps drain blocking to enhance bog habitats. No objection, but I would like a biodiversity enhancement plan.

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Public Consultation: A notice was posted near the site and surrounding residential property to the application site were informed via a letter. One item of correspondence was received from a member of the public objecting to the application on the grounds;

- That it was in a site of natural beauty and would have a detrimental impact on the area.
- That lighting would be installed on the structure (100m in height) and will affect the area's dark skies.
- The development will be visible from the objector's property, and this would have a negative impact on the property's value and should the application be approved the applicant and Cyngor Gwynedd should pay compensation.

5. Assessment of the material planning considerations:

The principle of the development

5.1 There is no specific policy in the LDP that deals with meteorological masts; however, the purpose of this mast is to gather meteorological data to inform whether it would be viable or not to follow with a proposal to develop sustainable wind energy at this location. Therefore, this application is within the 'associated infrastructure' scope, and it is submitted on its own for a potential future proposal.

5.2 Strategic Policy PS 7 'Renewable Energy Technology' in the Joint LDP promotes sustainable energy development wherever feasible. The relevant Onshore Wind Energy policy is ADN 1. It is important to note that since the Council adopted these policies, there have been changes to national policies relating to wind energy.

5.3 The Strategic Search Areas and TAN 8: Renewable energy has been replaced following the publication of Future Wales: The National Plan 2040.

The Strategic Search Areas in TAN 8 have been replaced by Areas that have been assessed in advance for wind energy.

5.4 In addition, PPW section 5.9.17 and 5.9.18 state *"Future Wales sets out the Welsh Government's policies for the determination of renewable energy schemes of 10MW and more under the Developments of National Significance procedure. For large-scale wind developments, it identifies Pre-Assessed Areas where the Welsh Government has already modelled the likely impact on the landscape and has found them to be capable of accommodating development in an acceptable way. There is a presumption in favour of large-scale wind energy development (including repowering) in these areas, subject to other criteria contained within the policy. Local planning authorities should not seek to amend the Pre-Assessed Areas within their boundaries as they form part of the development plan. LDPs may seek to define areas within the Pre-Assessed Areas for other land uses (including renewable development sites of below 10MW), although any local policy and planning decisions should not prejudice the ability for large scale wind developments to come forward in the Pre-Assessed Areas."*

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- 5.5 It should also be noted that paragraph 5.7.5 of PPW states *"Planning applications for onshore generating projects in Wales which have an installed generation capacity of between 10MW and 350MW (there is no upper limit for onshore wind generating stations) are made directly to the Welsh Ministers under the Developments of National Significance (DNS) process and considered under policies in Future Wales."*
- 5.6 Policy 17 of the Future Wales plan namely 'Renewable and Low Carbon Energy and Associated Infrastructure', states that for developments within Pre-Assessed Areas *"...In Pre-Assessed Areas for Wind Energy the Welsh Government has already modelled the likely impact on the landscape and has found them to be capable of accommodating development in an acceptable way. There is a presumption in favour of large-scale wind energy development (including repowering) in these areas, subject to the criteria in policy 18..."*.
- 5.7 The development lies beyond the nearest Pre-Assessed Area boundary for wind, namely 'Number 2' (as identified in Future Wales). Although it is beyond this area, policies 17 and 18 of Future Wales do not prevent development beyond these areas.
- 5.8 As has already been noted, this application is not specifically for a wind farm but 'associated infrastructure'.
- 5.9 To provide the context, the PEDW (Welsh Ministers) received a notice of intention to present a DNS application to develop a 10-turbine wind farm (72MW) on the site of this application under reference CAS-03527-H7Y5R9. The proposal's principle of a wind farm cannot be considered as part of this application, and this proposal needs to be assessed on its own merits.
- 5.10 The mast is a temporary structure, and any impact and materials associated with it will be cleared from the site after a temporary period of 5 years. Conditions will be imposed on any permission given, making it necessary for the land to be restored to its condition prior to development. It is considered that this is sufficient to ensure that no long-term impacts will emanate from this development.
- 5.11 Consideration was also given to the requirements of other policies and relevant considerations, including the comments and objections received from third parties, as noted below.

Visual amenities

- 5.12 In terms of visual impacts and the landscape, local planning policies PCYFF 3, AMG 2 and AMG 3 are relevant. The proposed development is located on hilly agricultural land near the summit of Pen y Bwlch Gwyn, within the 'Cefnwlad y Bala' Special Landscape Area. Eryri National Park is approximately 2.2km to the west, the proposed Glyndŵr National Park is approximately 7.8-8km to the south-east, and the Clwydian Hills and Dyffryn Dyfrdwy Area of Outstanding Natural Beauty is approximately 12.9km to the east.
- 5.13 Natural Resources Wales (NRW) advise that the proposal should be assessed in terms of its impact on the landscape character and visual amenity within Eryri National Park. In accordance with this, the applicant submitted a Landscape and Visual Impact Assessment (LVA), together with supplementary information including an analysis of additional viewpoints.
- 5.14 Following a review of this use, NRW are satisfied that sufficient evidence has been provided to support the assessment of the impacts to the landscape and visual amenities.

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- 5.15 The mast will be visible from several locations within the National Park, and, in some cases, it will present an element of human work on a horizon that is currently continuous. However, given the distance (approximately 2.2km at the nearest point), its slender lattice design, and its temporary nature, it is considered that its general impact will not be significantly detrimental.
- 5.16 The LVA notes that most of the viewpoints experience changes of a low or very low degree leading to minor visual effects. In a limited number of points within the National Park, where the sensitivity of recipients is higher and the mast is more visible, there would be moderate or low to moderate impacts. These mainly relate to views where the mast is prominent against the horizon or within an open panorama. However, these impacts are mitigated by the scale of the structure, its context within the wider landscape and its temporary nature.
- 5.17 NRW conclude that the development would lead to impacts of a scale or nature that would not harm the landscape's character, the visual amenity nor the special characteristics of Eryri National Park.
- 5.18 The Local Planning Authority acknowledge that the mast, given its height, will be visible over a wide area. However, its galvanised slender steel lattice structure will reduce the visual mass. It is also noted that the mast will be on the site for a temporary period of up to five years only, and therefore any impact on the landscape will be brief.
- 5.19 Although the site is not within a Pre-Assessed Area for the development of wind farms, the national development framework (Future Wales: The National Plan 2040) does not prevent a development outside such areas. Any further future proposals will be assessed on their own merits. Therefore, it is not considered that concerns regarding future policy development is a sufficient reason to refuse this temporary application.
- 5.20 The application confirms that the mast and the associated infrastructure will be totally dismantled, and the anchors will be taken out at the end of the operational period.
- 5.21 Given the temporary nature of the development, a planning condition will make it a requirement to take down the mast and all the supplementary equipment at the end of the five-year period. A further condition will demand that a detailed Method Statement is submitted and implemented to ensure that the site is restored to its original condition.
- 5.22 Based on this, and subject to conditions of appropriate planning conditions, it is considered that the proposal will not have unacceptable detrimental impacts on visual amenities nor on the landscape.

General and residential amenities

- 5.23 Considering the distance between the site and the nearest residential property, along with the comparatively simple nature of the development, the slender design of the mast and the influence of the land topography, it is considered that it is unlikely that the proposal would lead to an unacceptable impact on the visual amenity or the general residential amenity. Therefore, the proposal complies with Policy PCYFF 2 of the Anglesey and Gwynedd Local Development Plan, which seeks to ensure that developments will not have a significant detrimental impact on health, safety and the amenities of nearby residents.
- 5.24 In terms of the aviation lights proposed at the top of the mast, although concerns have been expressed, it is noted that this is a low density infra-red lighting system. As a result, it is considered that this would not have a significant impact on visual amenity and would not cause disruption to nearby property, in accordance with the principles of Policy PCYFF 2 in relation to light pollution.

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- 5.25 In addition, although observations have been received regarding potential noise, the mast only has very few moving sections and therefore no substantial operational noise is expected. It is also considered that any temporary noise during the construction phase will be limited in terms of time and will be controlled through standard construction practices. Therefore, it is considered that the development is unlikely to cause unacceptable levels of disruption, by complying with the requirements of Policy PCYFF 2.

Transport and access matters

- 5.26 The proposal does not include any adaptations to the existing access arrangements, and it is not anticipated that this will mean any important changes in transportation movements.
- 5.27 Therefore, the development is considered to comply with Policies PS 4 and TRA 4 of the Anglesey and Gwynedd Joint Local Development Plan (2011-2016).

Biodiversity matters

- 5.28 The development site is located approximately 2.5km from the 'Afon Dyfrdwy and Llyn Tegid' Special Area of Conservation (SAC), 3km from the Migneint - Arenig-Dduallt SAC and Special Protection Area (SPA), 5.6k from the 'Llyn Tegid' RAMSAR designation and 8.8km from the Berwyn SAC and SPA.
- 5.29 Natural Resources Wales (NRW) notes that the site is within 2.5km to the Afon Dyfrdwy and Llyn Tegid SAC. It is noted that the main risk will arise during the construction phase, especially in terms of potential pollution, sedimentation and disruption to water courses that are associated with track works, crossings and site components. As the details of the construction methods have not been fully defined, NRW recommend that a Construction Environmental Management Plan should be secured (CEMP) prior to commencement of the development. The CEMP should get to grips with construction methods, site drainage and buffer zones for water courses, soil handling, noise control, dust and lighting, pollution prevention, traffic management and environmental supervision.
- 5.30 Subject to the approval and implementation of a robust CEMP, NRW are of the view that the proposal would not have a detrimental impact on the integrity of the SAC. However, the Local Planning Authority must conduct a Habitats Regulations Assessment (HRA) prior to determining the application.
- 5.31 In terms of the operational phase, NRW acknowledge that the site is within the SAC catchment area that is sensitive to nutrients. However, given the development's nature, they are of the opinion that it is unlikely to introduce sources or additional paths for nutrients, and therefore it can be screened so that it is not likely to have a significant impact on the SAC in terms of water quality.
- 5.32 In terms of nearby Special Protection Areas (SPAs), namely Migneint-Arenig-Dduallt (3km) and Berwyn (8m), NRW recognise the potential risks to eligible bird species through disruption or collisions with structures. However, they agree with the scope of the survey work and the conclusions noted in the ecology report that indicate that significant impacts are unlikely. They recommend that mitigation measures should be ensured via conditions and that recognised guidelines are followed where buffer zones are used.
- 5.33 NRW also advise on condition that the impact pathways noted for the SAC and SPA are adequately managed, they consider that the features of any Sites of Special Scientific Interest (SSSIs) will be adequately safeguarded. In terms of protected species, they accept that bats, otters and large crested newts are unlikely to be affected. However, we have a certain amount of

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concern regarding the potential impact on nesting plovers. Although any impacts would be temporary, the proposed mast could act as a resting place for predators in a landscape that is otherwise open.

- 5.34 To mitigate this risk, NRW recommend a condition that demands the introduction and implementation of a Breeding Bird Protection Plan (BBPP). This should include monitoring the use of the mast by predators during the first breeding season, reporting on the results and providing contingency actions where significant use is noted by predators.
- 5.35 Lastly, NRW confirm that organic soil is present, but it is not deep enough to be considered as peat, and the development would not affect peat habitats. The Council's Ecologist has provided observations and notes that the site comprises over-grazed acidic semi-improved grassland, which is comparatively poor in terms of species, but it is suggested that it emanates from previous heathland habitat and is therefore of a higher biodiversity value than described. The site is within the 1343 Llandderfel Wildlife Site, which is a candidate site for highland habitats, although it is judged that the loss of habitat is negligible.
- 5.36 The ecologist notes that no information was provided about the presence or depth of peat, although national policy emphasises safeguarding peat soil, however this matter has now been resolved as noted above. It is considered that the conditions proposed by NRW respond to the concerns of our ecologist regarding the impact on nesting birds and conditions may be imposed to control that the development follows the mitigated measures outlined in the Green Infrastructure Statement as well as providing biodiversity enhancement schemes prior to using the development for the first time.
- 5.37 Overall, neither NRW nor the ecologist object in principle, subject to imposing conditions to ensure a CEMP, BBPP, and implement the ecological mitigation measures. They come to the conclusion that the development, with these safeguarding measures at work, would not have a detrimental impact on designated sites.
- 5.38 To this end, it is considered that the development therefore complies with the requirements of Strategic Policy PS 19 and Policies AMG3, AMG 5 and GWA 1 of the Anglesey and Gwynedd Joint Local Development Plan 2011 - 2026.

Conservation of Habitats Regulations

- 5.39 Cyngor Gwynedd as the competent authority under Regulation 63 of the Habitats and Species Protection Regulations 2017 (as amended), has considered the need to carry out a Habitats Regulations Assessment in relation to this application prior to its determination, as it relates to the development that is within the potential influence of European designated sites. The nearest relevant sites are the 'Afon Dyfrdwy and Llyn Tegid' SAC, approximately 2.5km away, the Migneint - Arenig-Dduallt SAC and SPA, approximately 3k away, and the 'Llyn Tegid' RAMSAR designation about 5.6km away, and approximately 8.8km from the Berwyn SAC and SPA to the south-east.
- 5.40 The site is within the Afon Dyfrdwy hydrological catchment area, and therefore a credible path exists for the impacts on water quality during the construction phase. Specifically, activities such as constructing tracks, creating crossings and establishment of components may lead to pollution, sediment or disruption to watercourses. As the full details of the construction methods have not currently been fully defined, the possibility of the likely similar significant impacts cannot be ignored on the characteristics of the 'Afon Dyfrdwy and Llyn Tegid' SAC without appropriate mitigating measures.

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- 5.41 However, it is considered that these risks can be controlled effectively by imposing a condition that demands the introduction and implementation of a robust Construction Environmental Management Plan. Such a plan would include provision to prevent pollution, control drainage, establishment of buffer zones for watercourses, handle and storage of soil appropriately, manage sediment and provide appropriate environmental supervision throughout the construction phase. Subject to the full implementation of these measures, it is considered that the development would not lead to a detrimental impact on the integrity of the 'Afon Dyfrdwy and Llyn Tegid' SAC.
- 5.42 In terms of the operational phase, although the site is within a catchment area that is sensitive to nutrients, the nature of the development does not suggest that it would lead to an increase in nutrients (such as phosphate) additional pathways for pollution and therefore it is deemed that it is unlikely to have a significant impact on the SAC in terms of water quality in the longer term. Regarding the adjacent SPA, there is a theoretical possibility of disrupting eligible bird species or a risk of collisions with the structure, but the supplementary ecological information indicates that significant impacts are unlikely, and this conclusion is acceptable on condition that appropriate mitigation measures are implemented.
- 5.43 It is recognised that there is some risk in relation to nesting birds, especially as the proposed mast could act as a resting place for predators within open landscape. Although it is expected that any impacts would be temporary and spatially limited, it is considered that it would be possible to appropriately address this risk by imposing a condition that demands that a Breeding Bird Protection Plan is submitted and implemented. This would include monitoring the use made of the site by predators during the first breeding season, reporting on the results and implementing additional measures if a significant risk is found. Under these circumstances, it is considered that there would be no detrimental impact on the SPA's integrity.
- 5.44 No joint impacts were noted that would be likely to combine with this proposal to create an additional significant impact. In addition, where the impact pathways noted for the SAC and SPA sites are appropriately managed, via mitigation measures, it is considered that associated designation such as Sites of Special Scientific Interest (SSSIs) will be adequately safeguarded. There is no evidence to suggest that the development would have an impact on protected species such as bats, otters or great crested newts, although organic soil is present on the site, it does not reach the depth nor the characteristics of peat, and therefore it would not be adversely affected.
- 5.45 Based on the above assessment, we come to the conclusion, although there is potential for likely significant impacts during the construction phase in the absence of control measures, that firm mitigation measures can be implemented via planning conditions, including a Construction Environmental Management Plan and a Plan to Protect Breeding Birds, together with implementing the relevant ecological measures. As a result, it is considered that the development will not have a detrimental impact on the integrity of any European site either in isolation or in conjunction with other plans or projects,

Heritage

- 5.46 There is no heritage designation close to this application. CADW have confirmed that they have no objection to the proposal and that it will not have any impact on heritage designations due to the land topography preventing views between it and the heritage assets.
- 5.47 The proposal therefore complies with Policy PS 20 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2016.

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Aviation Safety and Defence Matters

- 5.48 This application site is within the low flying training area 'Low Flying Area 7', and the Ministry of Defence (MOD) have submitted observations on the application. Although these observations have been designated as confidential/sensitive, they state the need to impose standard conditions regarding the obstruction lights for aviation and the requirements of the Safety Management and Aviation Charter??, because the mast represents a physical obstruction to aviation activities.
- 5.49 It is considered that it is appropriate to impose these conditions to ensure that the development does not have the same detrimental impact on aviation safety and is not a risk to low flying military training, in accordance with Policy PCYFF 2 that seeks to avoid the detrimental impacts of developments on other land uses.

Language Matters

- 5.50 The Supplementary Planning Guidance (SPG) 'Maintaining and Creating Unique and Sustainable Communities' (adopted July 2019), provides further guidance on how it is expected for Welsh language considerations to be incorporated in each relevant development.
- 5.51 It is noted that there are some specific types of development where it will be required for the proposal to submit a Welsh Language Statement or a Welsh Language Impact Assessment. The thresholds in terms of when it is expected to submit a Statement/Report have been highlighted in Policy PS1 of the Joint LDP, along with Diagram 5 of the SPG.
- 5.52 The proposal does not reach the threshold in policy PS1 requiring a Welsh Language Statement, based on the nature and temporary period of the proposed development and therefore it is not considered that it is likely that the proposal has a negative impact on the Welsh language. It is, therefore, considered that the proposal complies with policy PS 1 and the Supplementary Planning Guidance (SPG) 'Maintaining and Creating Unique and Sustainable Communities'.

6. Conclusions:

- 6.1 This is an application to erect and implement a temporary meteorological mast for five years. There is no specific policy in the Joint LDP that deals with meteorological masts; however, the application is deemed to be associated infrastructure to a potential sustainable future wind energy development. Strategic Policy PS 7 and Policy ADN 1 support sustainable energy developments in principle, although the policy framework has changed since adopting these with the introduction of Future Wales, that notes Pre-Assessed Areas for large-scale wind developments.
- 6.2 Although the site is not within a Pre-Assessed Area, national policies do not prevent developments outside these areas. It is also noted that the proposal is separate to the submission of a DNS application for a wind farm on the site, but this is not a direct consideration for this application, which is being assessed on its own merits and under a different system.
- 6.3 The mast is a temporary structure for a period of 5 years, requiring the restoration of the site following this, and as a result it is considered that there will be no long-term impacts.
- 6.4 The development is in a sensitive landscape area, however, the LVIA assessment indicates that most of the impacts will be minor or very low, with limited moderate impacts. Given the slender design of the mast, the distance from sensitive areas, and its temporary nature, it is considered that it will not harm the landscape's character nor visual amenity, including Eryri National Park. Subject to restoration conditions, the proposal complies with policies PCYFF 3, AMG 2 and AMG 3.

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- 6.5 The site is close to several designated European sites, and NRW states that the main risk is the impact on water quality during the construction phase. However, it is considered that this can be alleviated by securing a Construction Environmental Management Plan. During the operational period, no significant impact is expected on the SAC, and although there are some theoretical risks to birds within the SPA, it is considered that these are acceptable with appropriate mitigation measures, including a plan to Protect Breeding Birds.

7. **Recommendation:**

- 7.1 To delegate powers to the Senior Planning Manager to approve the application, subject to the following conditions;

Conditions

1. The development should commence within five years of the date of this decision.
2. The development must be undertaken in accordance with the following approved plans and documents.
3. The mast hereby approved must be taken down and the land restored to its previous condition within 5 years to the date of commission. The applicant must inform the Local Planning Authority of the commission date within 3 months of that date.
4. Prior to the commencement of the development (including the land work and clearance of vegetation), a detailed Method Statement that describes how the site will be returned to its original condition will be submitted to the Local Planning Authority, and it must be approved in writing. The fully approved measures should be adhered to and implemented.
5. No development, including site clearance, will commence until a Construction Environmental Management Plan (CEMP) has been submitted to the Local Planning Authority and approved in writing by it.
6. No development or phase of the development to commence until a Breeding Bird Protection Plan (BBPP) has been submitted to the Local Planning Department and approved by it.
7. No development shall be permitted until a biodiversity enhancement plan has been submitted to the local planning authority and approved in writing. The development will be carried out in accordance with the approved details.
8. No clearance of vegetation, land work or building activities will be permitted during the bird nesting season (1 March to 31 August inclusive) unless this has been agreed in writing beforehand with the Local Planning Authority. When work is required during this period, a survey of the site must be undertaken by a competent ecologist no more than 48 hours prior to commencing the work. Any recommendations given must be fully implemented, and if operational nests are found, an appropriate protection zone must be established and maintained until the chicks have fledged.
9. Devices to divert birds must be installed on each external supporting wire of the mast at a distance of no more than 2 metres in length along them all prior to the mast becoming operational. These

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devices must be maintained throughout the development's lifespan. Any damaged, removed or disconnected devices must be replaced within one month of finding them.

10. Prior to commencement of building any meteorological masts, or using any building equipment or temporary structure(s) over 50 metres or more in height (above ground level), the developer must submit an aviation lighting scheme to be approved by Cyngor Gwynedd jointly with the Ministry of Defence, noting how the development will be illuminated throughout its lifespan to maintain the requirements of civil and military flying as determined necessary by the Ministry of Defence.

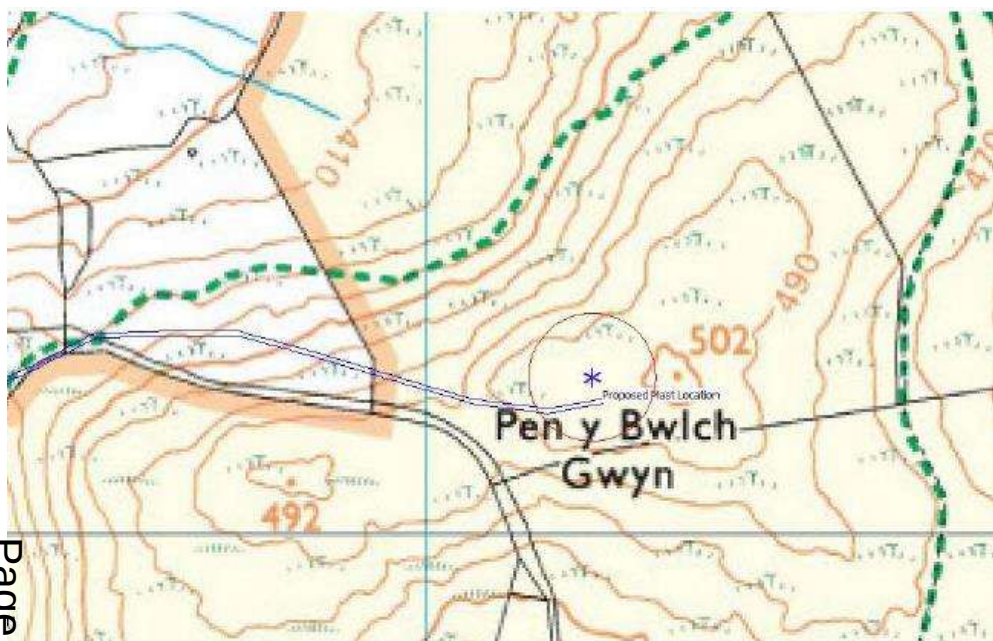
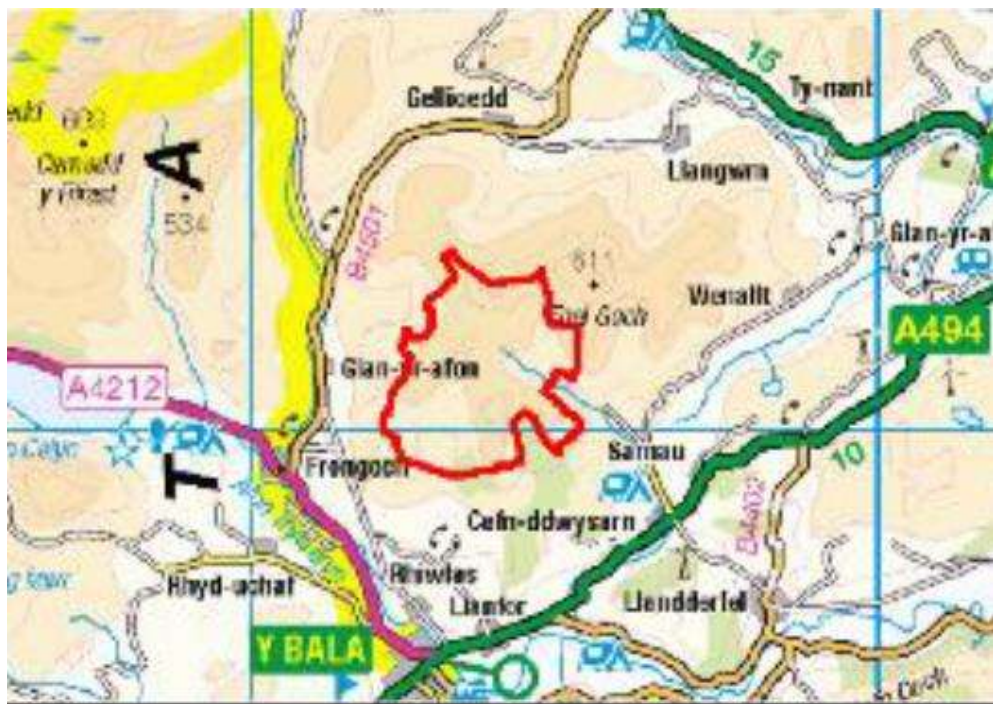
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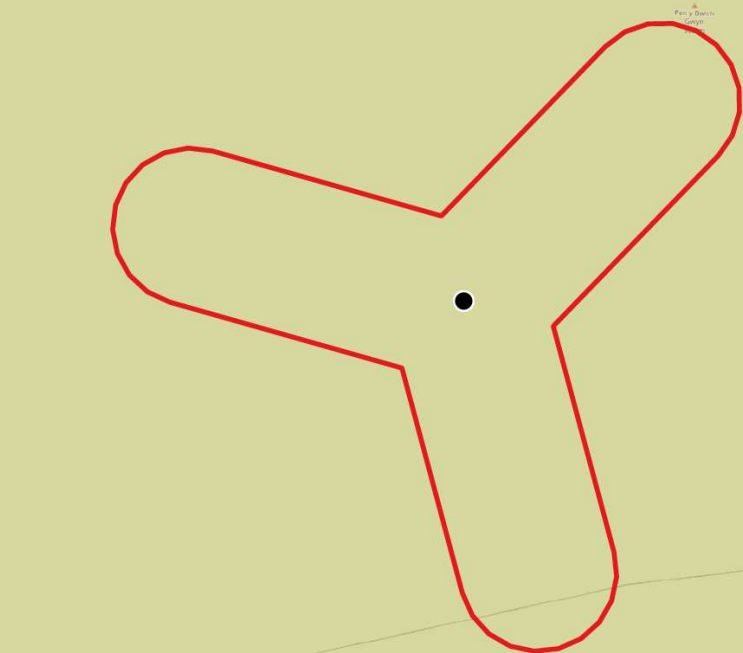
- a) The details of any building equipment and temporary structures with a total height of 50 metres or more (above ground level) that will be used during the construction of the meteorological mast, together with the details of any aviation warning lights that will be installed on them; and
- b) Location and height of every meteorological mast within the development, noting those with aviation warning lights, location of the lights on the mast, the type of lights to be used, and the lighting performance specifications.

Then the developer must install the lights as noted in the approved aviation lighting plan, and the lights will continue to be operational throughout the development's lifespan.

11. The developer must inform the Ministry of Defence in writing, at least 14 days prior to the commencement of the work, of the following information:
 - a) the commencement date to erect the meteorological mast(s);
 - b) the maximum height of any building equipment used when erecting the mast;
 - c) date when any meteorological mast comes into use;
 - d) latitude, longitude and maximum height of each meteorological mast.

The Ministry of Defence must also be informed of any changes to this information and following the completion of the construction work.





Foel Fach

Site Location Plan

Date:	09-09-2024
Paper size:	A3
Scale:	1:1,250
02550 m	

Key:

- Red line boundary (0.98ha)
- Met Mast

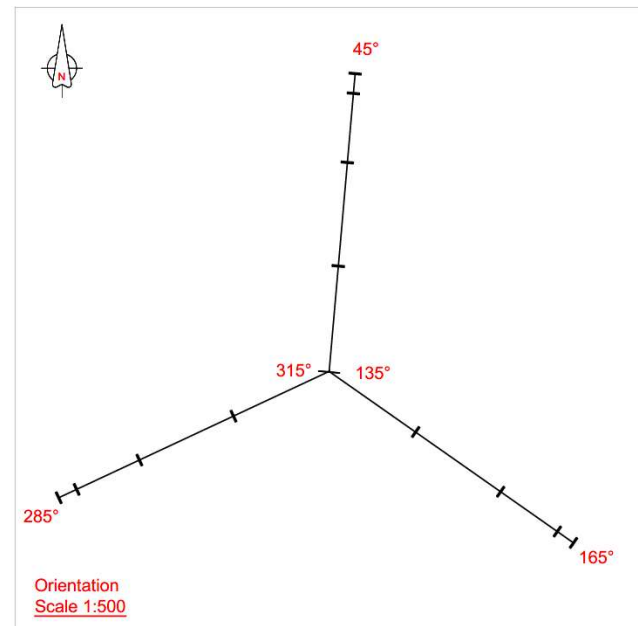
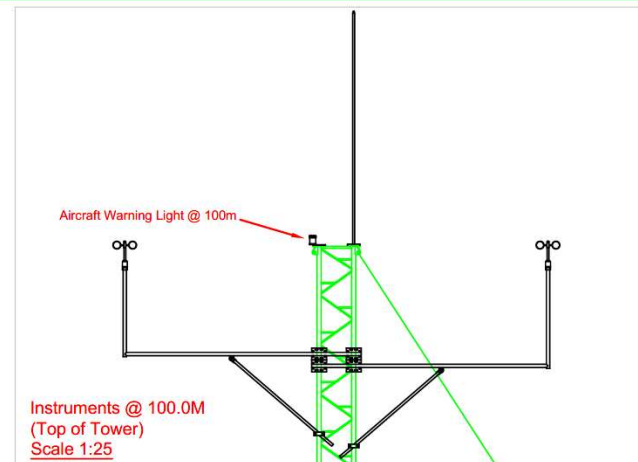
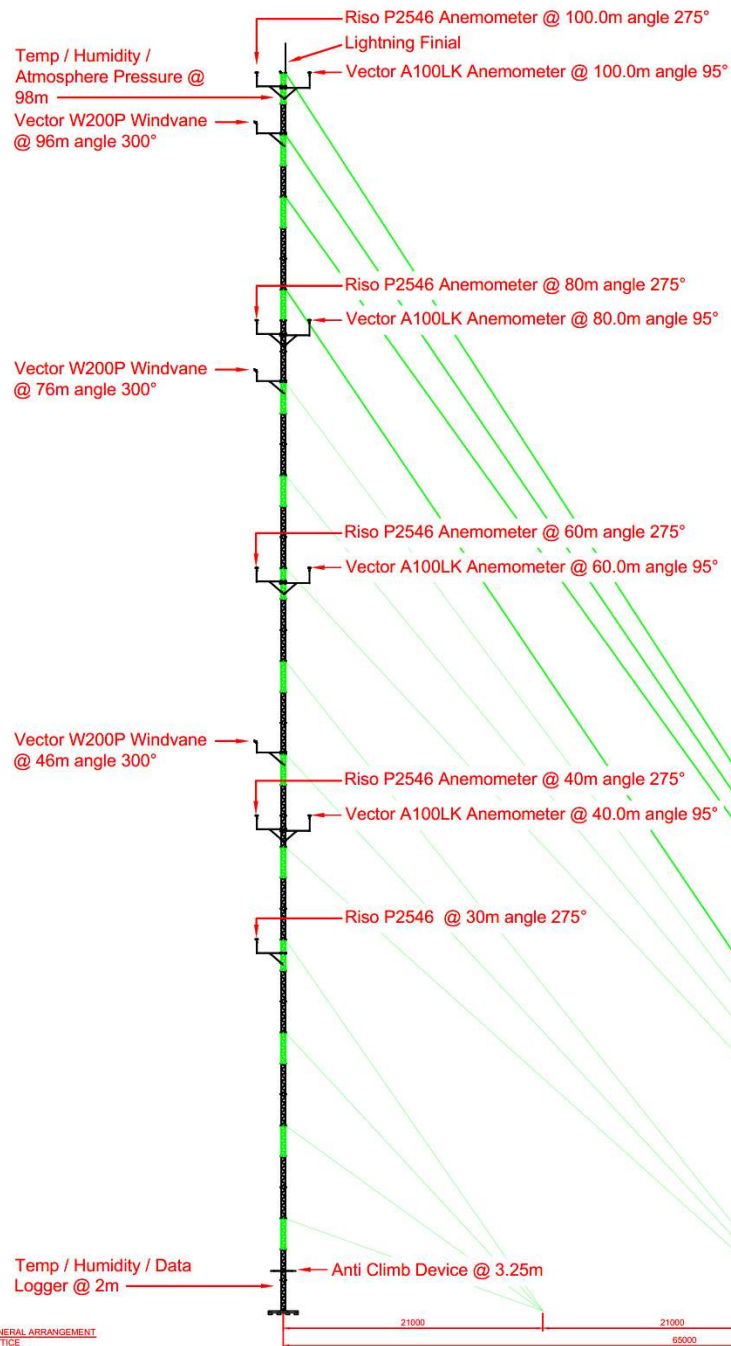


Drawn by:	A. Gardner
Approved by:	J. Pugsley
Drawing reference:	FF-SLP-001
Version:	P01

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Savills
2 Kingsway
Cardiff
CF10 3FD





TYPE 3 HD MET MAST - 100m

- NOTES
1. The mast is triangular guyed construction with climbing steps incorporated into one face.
 2. The mast solidity ratio = 0.26
 3. Mast and support booms to BS EN 61400-12-1.
 4. All steelwork is hot dip galvanised after fabrication to BS EN ISO 1461.
 5. Guywires are pre-stretched, cut to length and are c/w talut splice, tensioner, shackles and clamps.
 6. All bolts and nuts to BS 3692, grade 8.8, spun galvanised.
 7. A full range of site specific accessories and upgrades are available
 8. Anti Climbing Device will be fitted at 3.25m level
 9. Fabrication complies with the CE requirement to EXC2 level and all certificates with CE marking will be provided.

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Cynllunio

Derbyn 26.11.24

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B	ORIENTATION OF MAST REVISED				10.04.24	GOR	JB
A	INITIAL ISSUE				11.04.23	GOR	JB
Ckd	JB	Date	11.04.23	App	JB	Date	11.04.23

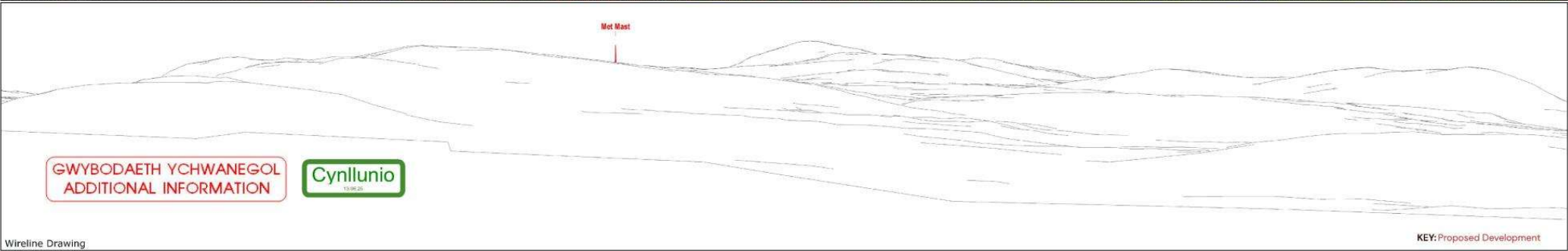
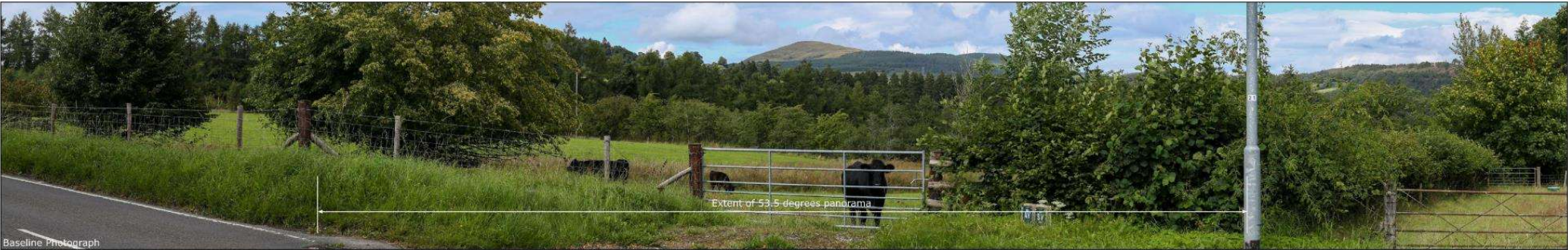
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Title

100M GUYED LATTICE METMAST

Designed	JB	Drawn	GOR	Date	11.04.23	Scale	W8
Dwg No.	GS1004D001	Rev.	B				



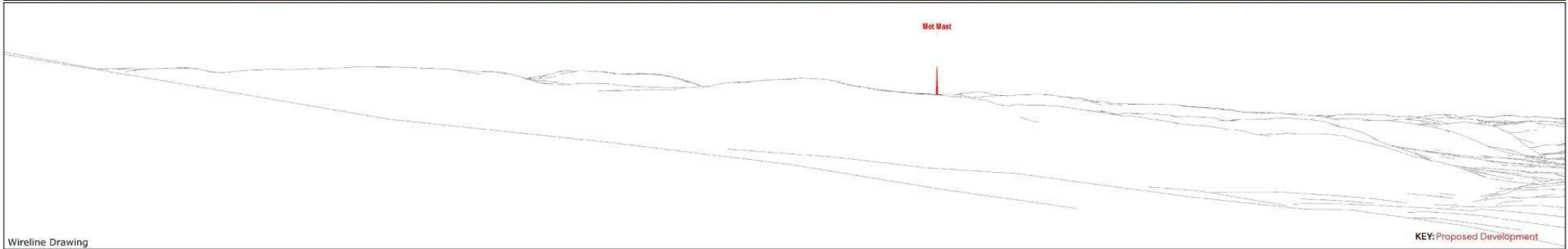


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FOEL FACH WIND FARM

PEGASUS GROUP

Viewpoint 2: A4212



Viewpoint Information

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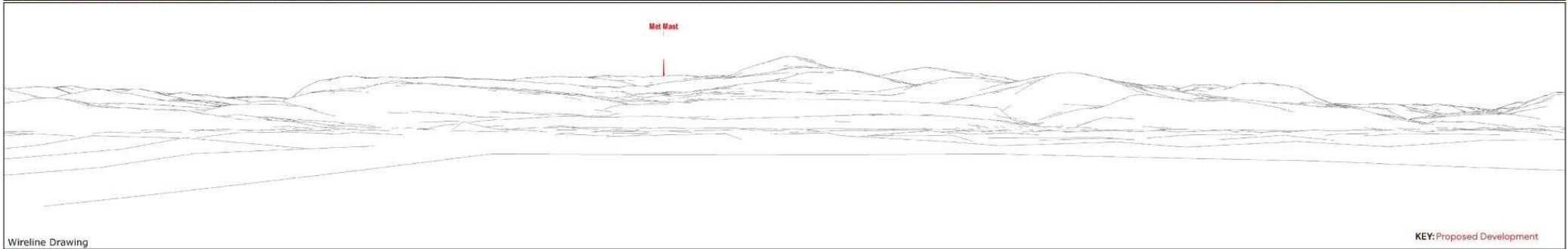
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Principal distance: 500mm
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Date & Time: 06/08/2024 @ 17:48

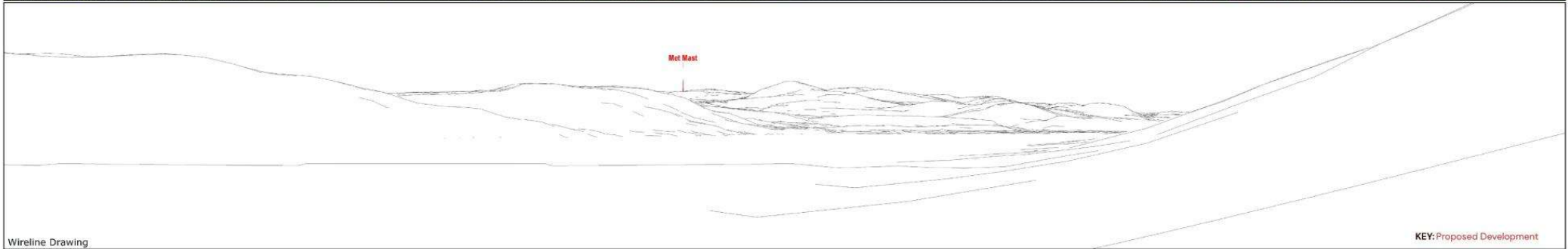
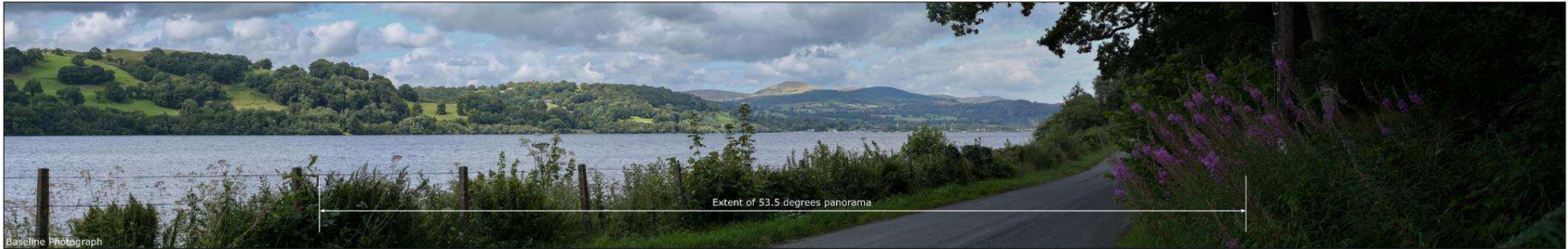


Viewpoint 3: Caer-gerreg

FOEL FACH WIND FARM



Viewpoint Information	OS Reference: E292945, N335202 Ground level: 163m (AOD)	Bearing to centre of photograph: 9.35°	Angle of view: 90° (cylindrical) Principal distance: 500mm Paper size: 841 x 297 mm (half A1) Correct printed image size: 820 x 260mm	Camera: Canon 5D III, FFS Lens: 50mm Fixed Focal Lens Height: 15m Date & Time: 06/08/2024 @ 15:20	KEY: Proposed Development	Viewpoint 4: Mwnwgl-y-llyn Bridge
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Viewpoint Information

FOEL FACH WIND FARM

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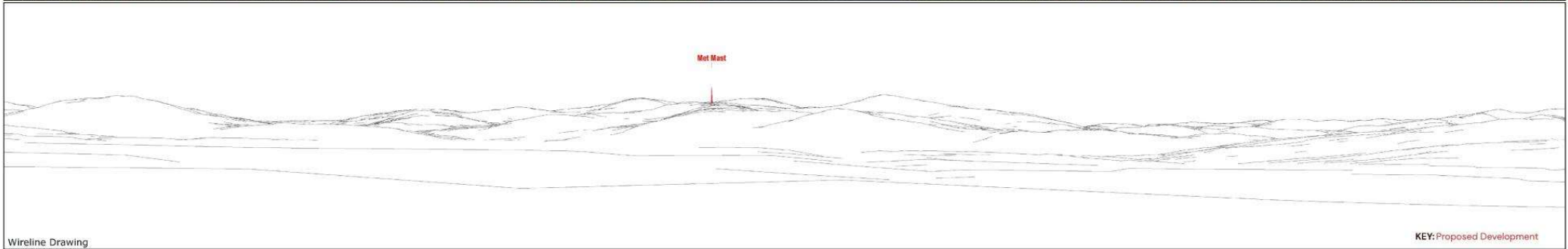
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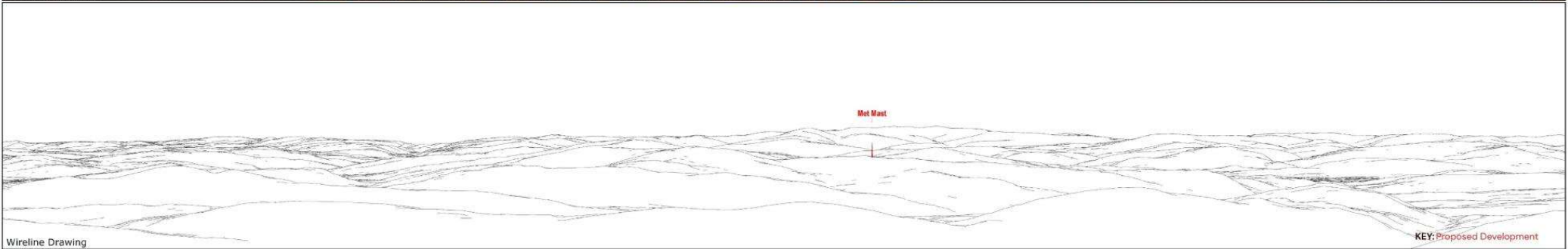


Viewpoint 5: Llangower



Viewpoint Information	OS Reference: E288119, N337236 Ground level: 302m (AOD)	Bearing to centre of photograph: 56.38°	Angle of view: 90° (cylindrical) Principal distance: 500mm Paper size: 841 x 297 mm (half A1) Correct printed image size: 820 x 260mm	Camera: Canon 5D III, FFS Lens: 50mm Fixed Focal Lens Height: 1.5m Date & Time: 06/08/2024 @ 16:08	PEGASUS GROUP	Viewpoint 6: Footpath Bryn-yr-Hydd
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FOEL FACH WIND FARM



Viewpoint Information

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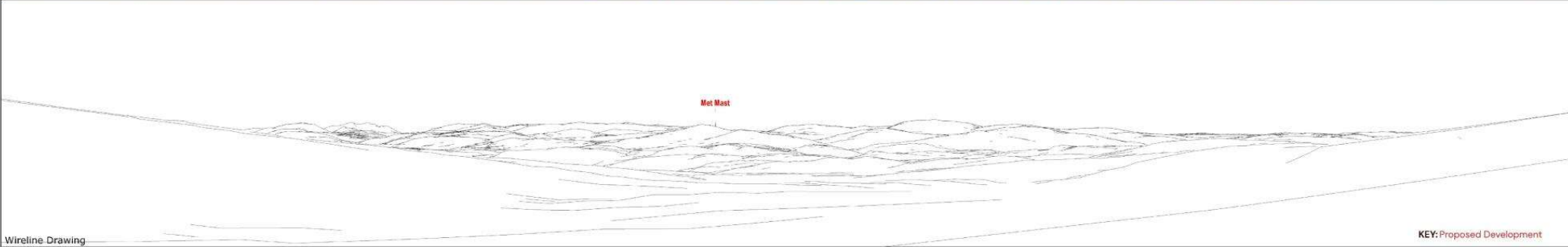
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Date & Time: 31/01/2025 @ 13:22

PEGASUS
GROUP

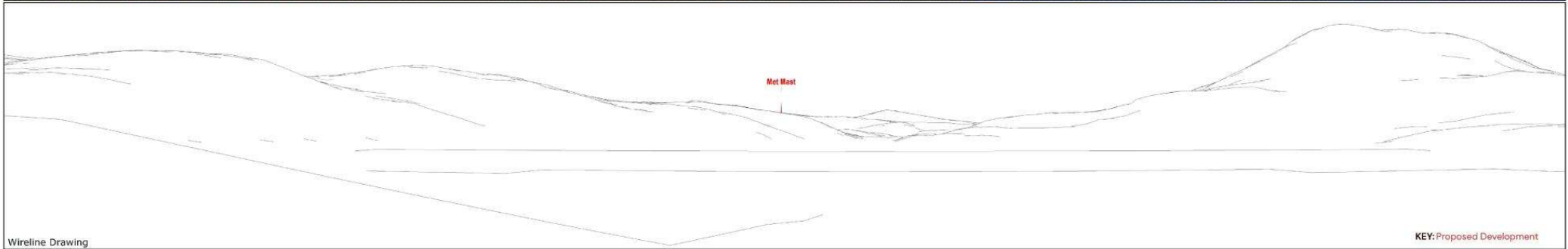
Viewpoint 7: Carnedd y Filiast

FOEL FACH WIND FARM



Viewpoint Information	OS Reference: E300509, N332518 Ground level: 454m (AOD)	Bearing to centre of photograph: 323.8°	Angle of view: 90° (cylindrical) Principal distance: 500mm Paper size: 841 x 297 mm (half A1) Correct printed image size: 820 x 260mm	Camera: Canon 5D III, FFS Lens: 50mm Fixed Focal Lens Height: 1.5m Date & Time: 06/08/2024 @ 13:54	PEGASUS GROUP	Viewpoint 9: B4391 South of Rhanneg
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FOEL FACH WIND FARM



Viewpoint Information

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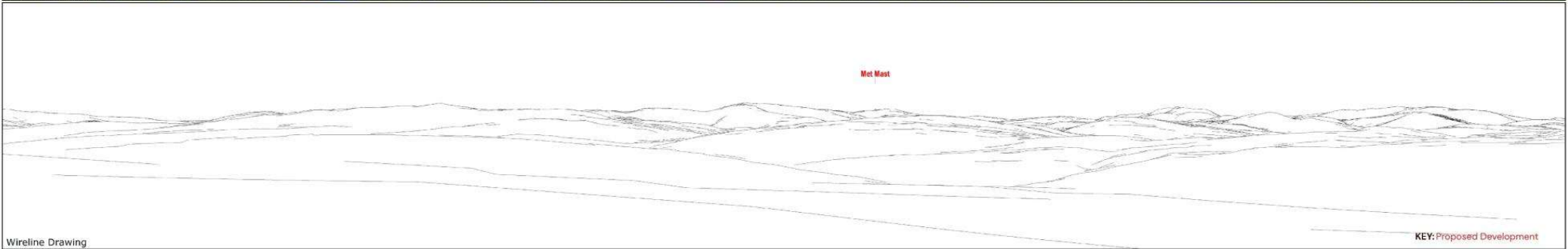
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Date & Time: 06/08/2024 @ 16:59

FOEL FACH WIND FARM



Viewpoint 10: Picnic Area west of Llyn Celyn Reservoir



Viewpoint Information

OS Reference: E299486, N350934
Ground level: 373m (AOD)

Bearing to centre of photograph: 207.55°

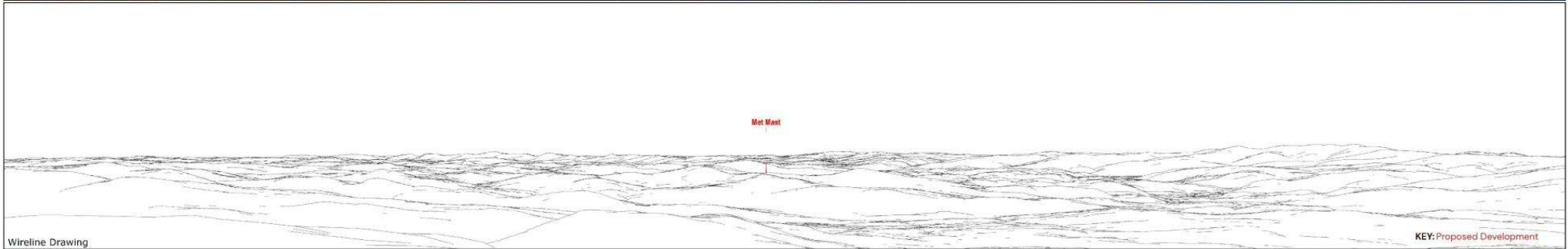
Angle of view: 90° (cylindrical)
Principal distance: 500mm
Paper size: 841 x 297 mm (half A1)
Correct printed image size: 820 x 260mm

Camera: Canon 5D III, FFS
Lens: 50mm Fixed Focal Lens
Height: 1.5m
Date & Time: 06/08/2024 @ 19:31

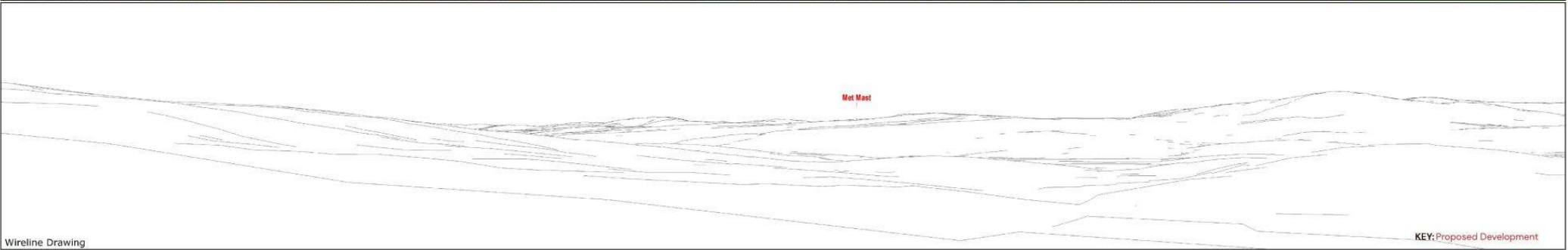
PEGASUS
GROUP

Viewpoint 11: Footpath North of Bryn-y-gwrgi

FOEL FACH WIND FARM

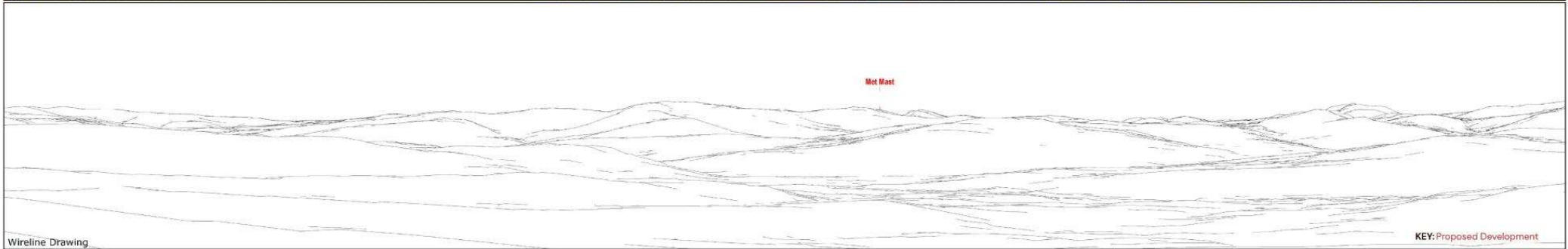
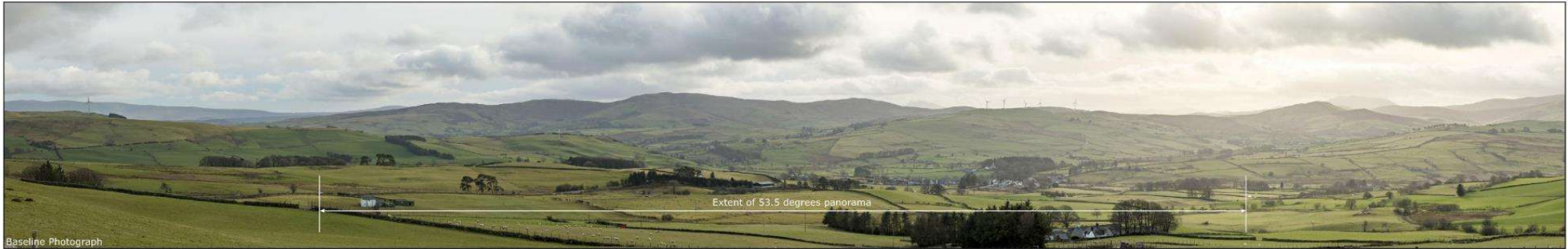


Viewpoint Information FOEL FACH WIND FARM	OS Reference: E282707, N336947 Ground level: 843m (AOD)	Bearing to centre of photograph: 69.1°	Angle of view: 90° (cylindrical) Principal distance: 500mm Paper size: 841 x 297 mm (half A1) Correct printed image size: 820 x 260mm	Camera: Canon R5, FFS Lens: 50mm Fixed Focal Lens Height: 15m Date & Time: 02/04/2025 @ 11:28		Viewpoint 12: Arenig Fawr
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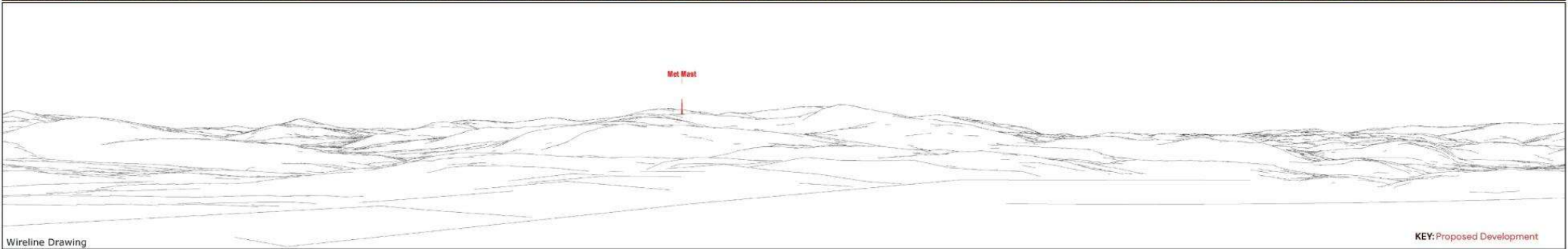


Viewpoint Information	OS Reference: E289490, N352768 Ground level: 305m (AOD)	Bearing to centre of photograph: 158.05°	Angle of view: 90° (cylindrical) Principal distance: 500mm Paper size: 841 x 297 mm (half A1) Correct printed image size: 820 x 260mm	Camera: Canon 5D III, FFS Lens: 50mm Fixed Focal Lens Height: 15m Date & Time: 06/08/2024 @ 18:30	PEGASUS GROUP	Viewpoint 13: Footpath South of Hafodty Hafod Dre
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FOEL FACH WIND FARM



Viewpoint Information FOEL FACH WIND FARM	OS Reference: E296138, N350479 Ground level: 410m (AOD)	Bearing to centre of photograph: 192.07°	Angle of view: 90° (cylindrical) Principal distance: 500mm Paper size: 841 x 297 mm (half A1) Correct printed image size: 820 x 260mm	Camera: Canon R5, FFS Lens: 50mm Fixed Focal Lens Height: 15m Date & Time: 29/01/2025 @ 15:10	PEGASUS GROUP	Viewpoint 17: B4501 North of Cerrigydudion
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Viewpoint Information

OS Reference: E289633, N335518
Ground level: 359m (AOD)

Bearing to centre of photograph: 38.05°

Angle of view: 90° (cylindrical)
Principal distance: 500mm
Paper size: 841 x 297 mm (half A1)
Correct printed image size: 820 x 260mm

Camera: Canon R5, FFS
Lens: 50mm Fixed Focal Lens
Height: 1.5m
Date & Time: 31/01/2025 @ 09:43

FOEL FACH WIND FARM

PEGASUS
GROUP

Viewpoint 19: Moel y Garneidd









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REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

Number: 4

Application Number: C24/0323/14/LL

Date Registered: 31/07/2024

Application Type: Full

Community: Caernarfon

Ward: Caernarfon Town Centre

Proposal: Proposed petrol filling station, electric vehicle charging hub, retail building and creation of new access and associated works to include landscaping.

Location: Land By Muriau Park Hotel, Ffordd Bont Saint, Caernarfon, Gwynedd, LL55 2YS

Summary of the Recommendation: TO REFUSE

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1. Description:

- 1.1 This is a full application for the construction of a service station which provides fuel to vehicles and includes an electric car charging hub, a retail building along with the creation of a new entrance and associated works including landscaping.
- 1.2 The proposal includes a new petrol station with conventional fuel pumps, including six pumps providing up to 12 refuelling sites, with an overhead canopy. This is centrally located on the site. To the west, a dedicated refuelling point for heavy goods vehicles (HGVs) is proposed, with provision for two HGVs, along with an AdBlue tank for HGV diesel users.
- 1.3 The development also includes an electric vehicle (EV) charging hub south of the fuel canopy and north of the new access road, providing 11 charging bays under a canopy, along with the associated infrastructure. Four jet-powered car wash bays are proposed, along with car parking, parking spaces for bicycles, and space for two caravan-towing vehicles. The plan also includes landscaping, including a small outdoor seating area. The site will erect a new 510 square metre building comprising toilet facilities along with storage areas and staff facilities and a retail area of approximately 208 square metres. The plan also includes landscaping, including a small outdoor seating area.
- 1.4 The site is located outside the development boundary as set out in the LDP. The site is located 1.9 kilometres south of Caernarfon town centre and is immediately north of a roundabout on the A487, which is designed to bypass the village of Bontnewydd and the town of Caernarfon. The site is not located within any special land designations. However, the site is located within the consultation zone of the Afon Gwyrfai Special Area of Conservation on the basis of Phosphorus impact.
- 1.5 In accordance with the requirements of the Town and Country Planning (Development Control Procedure) (Wales) Order 2012 (as amended), the development that is the subject of this application is defined as a "major development" due to the size of the application site. In line with the appropriate procedure, a Pre-application Consultation Report was received as part of the application. The report shows that the developer advertised the proposal to the public and statutory consultees prior to submitting a formal planning application. The report includes copies of the responses received at the time.
- 1.6 The following documents have been submitted as part of the application:
 - Design and Access and Planning Statement
 - Ecology Impact Assessment
 - Bat Survey
 - Light Impact Report
 - Noise Impact Assessment
 - Air Quality Assessment
 - Transport Impact Assessment

2. Relevant Policies:

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 2.1.2 of Planning Policy Wales emphasise that planning decisions should be in accordance with the Development Plan, unless material considerations indicate otherwise. Planning considerations include National Planning Policy and the Local Development Plan.
- 2.2 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the 7 well-being goals within the Act. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act. In reaching the recommendation, the Council has sought to

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ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

2.3 **Anglesey and Gwynedd Joint Local Development Plan 2011-26, adopted 31 July 2017**

Strategic Policy PS 1: The Welsh Language and Culture
Strategic Policy PS 2: Infrastructure and Developer Contributions
Policy ISA 1: Infrastructure Provision
Strategic Policy PS 4: Sustainable Transport, Development and Accessibility
Policy TRA 1: Transport Network Developments
Policy TRA 2: Parking Standards
Policy TRA 4: Managing Transport Impacts
Strategic Policy PS5: Sustainable Development
Strategic Policy PS 6: Alleviating and Adapting to the Effects of Climate Change
Policy PCYFF 1: Development Boundaries
Policy PCYFF 2: Development Criteria
Policy PCYFF 3: Design and Place Shaping
Policy PCYFF 4: Design and Landscaping
Policy PCYFF 5: Carbon Management
Policy PCYFF 6: Water Conservation
Strategic Policy PS 15: Town Centre and Retail Developments
Policy MAN 6: Retailing in the Countryside
Policy MAN7: Hot food take-away uses
Strategic Policy PS 19: Conserving and where Appropriate Enhancing the Natural Environment
Policy AMG 3: Protecting and Improving Features and Qualities that are Unique to the Character of the Local Landscape
Policy AMG 5: Local Biodiversity Conservation
Policy AMG 6: Protection sites of Local or Regional Significance

Local Supplementary Planning Guidance

SPG: Planning Obligations (2019)
SPG: Maintaining and Creating Distinctive and Sustainable Communities (2019)

2.4 **National Policies:**

Future Wales: The National Plan 2040
Planning Policy Wales (Edition 12 - February 2024)
Technical Advice Note (TAN) 4: Retail and commercial developments
Technical Advice Note (TAN) 5: Planning and nature conservation
Technical Advice Note (TAN) 11: Noise
Technical Advice Note (TAN) 12: Design
Technical Advice Note (TAN 15): Development and flood risk
Technical Advice Note (TAN) 18: Transport
Technical Advice Note (TAN) 20: Planning and the Welsh Language

3. **Relevant Planning History:**

3.1 No relevant planning history on site

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4. Consultations:

Caernarfon Town/Community Council:

The application area is located entirely within the area of Caernarfon Town Council.

The Council's primary responsibility in planning matters is to ensure maximum benefit for the town's residents and businesses. The amendments to the plan have not met the concerns of Caernarfon Town Council. The development is outside the development boundaries of the town, and is intended to serve bypass travellers rather than serve or benefit the residents of the town of Caernarfon. The Council objects on the following grounds....

1. There is currently no shortage of traditional fuel facilities in Caernarfon. Petrol and diesel stations are available at Morrisons, as well as another on Ffordd y De and in Caeathro, all within easy reach of residents.
2. Although there is a lack of electric vehicle charging points (EVCP), the proposed location does not appear suitable to meet the needs of residents or visitors to the town. Cyngor Gwynedd has already installed an EVCP in the town, which will soon be connected to electricity supply.
3. The proposed site is outside the development boundary of the town and includes high-quality agricultural land (Grade 2 – "good quality agricultural land"), which is one of the best types of land within the distribution system.
4. At the moment, visitors who come to the town to get fuel are likely to support local businesses as well. The same economic benefit would not likely result from an out-of-town development.
5. Although the proposed development is not on the same scale, examples of developments on the outskirts of Bangor (e.g. on Ffordd Caernarfon) have shown an adverse impact on the city centre.
6. The scale of the development is considered excessive for its location between the relatively small town of Caernarfon and the village of Bontnewydd. The nature of the plan is more similar to motorway services than to a facility serving a rural community.
7. There are significant concerns about road safety. Traffic is already moving at speed on the Muriau/Meifod roundabout, and it is likely that additional vehicles leaving and rejoining the bypass will create further risks. Queues could be anticipated, especially at peak times such as Friday evenings and Sunday afternoons during the summer, which could

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extend up to the A487.

8. The development does not contribute to the promotion of sustainable transport and is likely to encourage greater use of private vehicles.

9. With the intention of operating 24 hours a day, 7 days a week, a significant increase in noise and light pollution is anticipated in a very prominent location. This is of particular concern to the residents of Muriau, particularly parents and children who walk to school in Bontnewydd.

10. There would also be a negative visual and mineral impact on neighbouring businesses, including the Muriau Hotel, where the development could have an oppressive effect.

11. The bat report is extremely interesting in terms of the number and diversity of species. The development would likely have an adverse impact on their long-term future at the site.

To summarise:

The development does not appear to be in the interest of Caernarfon residents. While more EVCP is needed, this proposal does not meet local needs. The site is on high-quality agricultural green land in a prominent location. There is a risk of adverse economic impact on the town's businesses. There are significant concerns about road safety, traffic and pollution. The vast majority of responses to the pre-application consultation are objections, with reasons aligned with the Council's concerns.

Conclusion:

In accordance with the above, Caernarfon Town Council unanimously opposes this application.

Bontnewydd
Community/Town Council:

The site of the application is situated immediately alongside but outside the boundary with the Bontnewydd Community Council area.

Summary of the Community Council's viewpoint

Bontnewydd Community Council is unanimously opposed to the proposed development in the strongest possible terms. We object to the fundamental concept of developing a service site in this area, and the objection is not one that can be overcome with minor design and similar modifications. The proposed development is contrary to several policies including the Local Development Plan and we therefore ask the Planning Authority to act in accordance with their policy and refuse the application. The grounds of our objection are detailed over the page.

Pre-planning consultation

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We participated fully in the pre-planning consultation, received a presentation from the applicants' agents and we provided comprehensive comments in the form of an eight-page letter. The comments have been summarised as part of this letter. We note that our comments received a mere, two-sentence response stating that the coffee shop would no longer be part of the development. Whilst partly disappointed with the response's lack of substance, we are also heartened as we interpret the shortcoming as the applicant acknowledging the futility of challenging our viewpoint, and the accuracy of our references to the shortcomings of the application in relation to the LDP. 1

Grounds for objection;

1. Location The site is located in an area defined as open countryside by the Joint Local Development Plan. The site is outside the development boundary and the location is completely unsuitable and unacceptable.

The desire for financial profit should not outweigh the unsuitability of the site and the adverse impact on the wider local population.

The Community Council supports the assumption within the Development Plan (POLICY PCYFF 1: DEVELOPMENT BOUNDARIES), over refusing development proposals that are outside the development boundary altogether. Therefore, we have a duty to oppose the development as per the policy guidance.

There is no justification for deviating from the policy assumption and locating the development in this rural setting.

In addition, the site is located in a phosphorus-sensitive Special Area of Conservation (SAC), and the site is the best and most versatile agricultural land.

The development would essentially serve populations from outside the SAC's catchment area and thus increase sewer discharge within the SAC. The development would also have an adverse impact on surface water systems while increasing the surface area.

The site is productive agricultural land and the ability to produce food should not be lost;

- Land south of Parc Muriau Hotel – Grade 2 (Very Good Quality Agricultural Land);

Brownfield sites are available in the surrounding area, and the redevelopment of these sites would be more consistent with planning policies and much less detrimental to their impact.

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2. Need/Justification for exemption from assumptions - PCYFF 1: DEVELOPMENT BOUNDARIES

The Joint Local Development Plan (POLICY TRA 1: TRANSPORT NETWORK DEVELOPMENTS) presumes over allowing improvements to the existing transport network to include "roadside service areas" provided they:

- have the least possible impact on the built and natural environment, landscape and properties;
- permanently retain the land taken to the minimum required;
- are consistent with good design and high-quality landscaping;
- border the strategic road network;
- focus on serving the needs of drivers;
- cease to impede the movement of strategic traffic 2;
- cease to undermine retail provision in the Sub-Regional Centre, Urban and Local Service Centres or Villages (and in accordance with STRATEGIC POLICY PS 15: TOWN CENTRE AND RETAIL DEVELOPMENTS);

The proposed development cannot meet the above criteria and therefore should not deviate from PCYFF 1: DEVELOPMENT BOUNDARIES. Therefore, we have a duty to oppose the development as per the policy guidance.

With respect to the criteria, we note;

- The impact on the natural environment and landscape would be enormous in these cases as detailed in "1. Location" above.
- Possible alternative locations are available in the surrounding area where the impact would be significantly lower.
- There is no need for this development at all and therefore taking any land is excessive.
- The design of the site is of low quality and appears reckless.
- Design considerations are outweighed by the fact that countryside settings are inherently unsuitable and that inherent weakness cannot be mitigated by design.
- The development is larger than it needs to be to serve drivers and rather to maximise profits for the developers at the expense of everything else.

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- The development is not aimed at serving drivers of heavy goods vehicles, which is a sign that the effort to provide services is lacking.
- The development is located a short distance off a high-speed roundabout. Service users would undoubtedly cause congestion as vehicles slow down to turn in with the traffic leading back into the roundabout and undermining the entire purpose of the bypass.
- This development would significantly undermine local retail provision. The concept of offering provision on the road and 'out-of-town', with a high probability of capturing expenditure and economic benefit before it reaches our local towns, villages and businesses is completely unacceptable and completely contrary to local and national policies (STRATEGIC POLICY PS 15: TOWN CENTRE AND RETAIL DEVELOPMENTS) to support town centre viability.

The local community's need for petroleum, restaurants, coffee shops and fast-food outlets is met by the current provision. Any new provision would replace the existing provision rather than meet any new need. By doing so, people's consumerism and presence would be diverted from the urban and rural areas that are at the heart of communities to a remote green field.

The proposed development would undermine the viability of neighbouring villages and the town of Caernarfon and complement the negative impacts of bypasses on town centre businesses. Llys-y-Gwynt (Llandegai) Services is less than 9 miles from the roundabout and directly off the A55 to the roundabout.

There are 5 petrol stations less than 5 miles away, and an additional 9 within 15 miles of the roundabout. There are 4 charging locations within 5 miles of the roundabout (according to ZapMap). There are 65 cafes/restaurants/take-aways within less than 2 miles. See a summary of the current provision in Appendix 1.

It is recognised that more electric charging points will be needed in the future, but provision is already starting to develop including those that bring direct financial benefit to communities such as at Canolfan Y Fron and Tŷ'n Llan in Llandwrog. It would be much better for travellers to delay charging their cars, to do so in the town of Caernarfon, where there are cafes, restaurants and shops where the time can be spent contributing to the local economy.

3. Out-of-town development - POLICY MAN 6: RETAILING IN THE COUNTRYSIDE.

The Joint Local Development Plan (POLICY MAN 6: RETAILING IN THE COUNTRYSIDE) presumes against allowing "small-scale shops or extensions to existing shops outside

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the development boundary" if they cannot comply with all of the following criteria:

- that the shop serves an existing business on the premises;
- the shop will not significantly affect nearby village shops;
- priority has been given to the use of an appropriate existing building;
- the new use will not have a significant impact on the amenities of neighbouring residents or the character of the area;
- the development is accessible through sustainable modes of travel;
- parking and access arrangements are acceptable;
- the development will not adversely affect highway safety.

The proposed development cannot meet the above criteria and therefore a presumption against permitting should be made. Therefore, we have a duty to oppose the development in line with the policy guidance.

There are no existing businesses on the site, nor any link with local businesses or producers. Any 'farm shop' or offering of local produce would offer a secondary tokenistic element.

Due to the location, the shop will have a significant impact on neighbouring village shops and shops in the town of Caernarfon. There are plenty of empty commercial buildings available in the town of Caernarfon that are entirely appropriate for use as shops, and their use should be prioritised. Ensuring town and village centres are vibrant and enjoyable places where people can meet others, hold and hear conversations and see everyday life happening around them is vital in terms of health and well-being and the Welsh language. The development will be at the heart of green countryside and will have a negative impact on the amenities of neighbouring residents and on the character of the area. The development has been designed for the benefit of private vehicle users and is essentially unsuitable for sustainable public transport users. The development is located a short distance off a high-speed roundabout; no doubt service users would cause congestion by slowing vehicles to turn in with traffic leading back into the roundabout.

4. Out-of-town development - POLICY MAN 7: HOT TAKE-AWAY FOOD USES

The Joint Local Development Plan (POLICY MAN 7: HOT TAKE-AWAY FOOD USES) presumes against allowing "hot

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take-away food developments" if they cannot comply with all of the following criteria:

- The development will not generate excessive noise, odour or litter that will have an unacceptable impact on the amenities and character of the area;
- The development will not lead to an over concentration of this type of use in the immediate locality, and be detrimental to the vitality, attractiveness and viability of the area;
- The use is in-keeping with adjacent land uses;
- The premises is easily accessible by foot, cycle and public transport;
- The development will not result in significant congestion or parking problems to the detriment of highway safety;
- A waste storage method must be provided that is sufficient and appropriate within the curtilage of the site;
- Extraction and ventilation systems must be designed so that they do not have an unacceptable impact on visual and residential amenities.

The proposed development cannot meet the above criteria and therefore a presumption against permitting should be made. Therefore, we have a duty to oppose the development in line with the policy guidance. We understand that the drive-through coffee shop is no longer part of the plan. However, the proposed development has a relatively large shop as part of the plan. Such shops usually offer a service where coffee and various other food and beverages can be purchased for off-site consumption. Therefore, despite the removal of the coffee shop from the plan, there is a likelihood that excessive noise, odour and litter will be generated anyway, and so the unacceptable impact on the amenities and character of the area will continue.

Introducing any noise, odour and litter into this countryside area would be excessive and have an unacceptable impact on the amenities and character of the area. Not an addition to this pollution as a similar development would have in an urban area, within the development boundary that is here but introduced into the open countryside as a new development.

Allowing these developments would be contrary to several policies and set a dangerous precedent that could lead to further developments of this kind in the immediate vicinity. The impact of Ffordd Pwllheli on the town of Caernarfon would soon amount to the devastating impact of out-of-town developments on Bangor

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City centre.

Llanwnda community/town council:

I am writing on behalf of Llanwnda Community Council to further oppose this application, based on the reasons set out below:

The application area is located approximately 1.7km away from the Llanwnda Community Council area boundary.

1. General - The size of the development is too large, and unnecessary. In light of the fact that there is total local opposition to this application from Town and Community Councils, as well as the local population, does that not mean that the Well-being of Future Generations Act is being completely ignored, if developments like this are allowed?

The development would destroy agricultural land and destroy a rural site. Unequivocal demand for such a development is required according to the planning policies before agricultural land of this kind is developed. We do not believe that there is an unequivocal demand for the development when there is a choice of similar provision to be found locally anyway. The development would be much more suitable if it had been located on a brownfield site, or a more industrial site, e.g. around the Cbyn Industrial Estate.

We are also concerned that it will change the character and sense of the rural area between Bontnewydd and Caernarfon, and lead to the creation of a built environment.

In addition, it may attract more traffic along the old A4871 through Bontnewydd, Dinas and Llanwnda, as they will have come off the Bontnewydd bypass to visit the development.

2. The Community - We object to the development because it is a large development, outside the development boundary, which will offer very little, if any, benefit to the local community. Indeed, there is a likelihood that it will have a negative impact on the local community, as it will affect indigenous businesses, not only petrol sales businesses, but also shops, cafés and food places.

It would be a catastrophic outcome if allowing this development would lead to undermining similar local businesses, including the Bontnewydd village shop and Caeathro shop and petrol station. The result of closing a village shop could have a disproportionate impact on the area's older population, increasing difficulties travelling to a shop, and increasing levels of loneliness from not having an accessible place to socialise.

3. Climate Emergency – It is good that electric car charging points are part of this application – however, it is ironic that green land and nature are being destroyed as a result, where a more radical and greener strategy could be pursued by the County Council in growing electric vehicle charging provision in partnership with existing local providers.

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While there is a need for more electric car charging points in the future, Cyngor Gwynedd has a strategy in place to provide more charging points, and this has been included in the Council's Climate and Nature Emergency Plan 2022-2030.

4. Trade - It is presumed against allowing small-scale shops or extensions to existing shops that are outside the development boundary, unless they can comply with certain criteria. In addition, the retail elements, namely the petrol garage and the shop will most likely be run by national commercial companies, with no effort to sell goods of a local nature or feel.

Local businesses will lose out at the expense of large national traders. There will be no convincing Welsh or local vibe to the development in terms of what is sold, or the services provided.

This application is made jointly between the site owner and Euro Garages on the Move Ltd, an international company that works with major British brands, Asda, Spar, Greggs, Krispy Kreme, Sbarro, Starbucks, Subway etc. This is an application from a company outside the area, so despite the fact that there will be business taxes paid by the Council, the profits will go elsewhere outside the area. Any economic strategy should aim to support and sustain local businesses.

5. Noise, light and litter pollution - We are concerned about the amount of litter that will be scattered along local countryside lanes. As a community council, we have discussed the many causes of the problem of litter being thrown out of cars on the countryside lanes of the area, following visits to take-away businesses. Despite our efforts, such litter is a growing problem and from our experience, such businesses have little interest to get to the root of the problem. The development will be open 24 hours and therefore cause light and noise pollution on a permanent basis and in addition, there is provision for HGV's which will increase the noise level and traffic to the site.

5. Traffic - The roundabout is considered locally as one that has dangerous aspects. Traffic flows in and out of the roundabout at speed. Any major developments around the roundabout will only add to the traffic flow.

There is a realistic probability that traffic will queue back to the bypass and cause a problem there. We call on you to carry out a further and comprehensive traffic impact assessment. There is already a build-up of traffic on the Meifod roundabout during peak times. Having vehicles waiting their turn to come in and out of the proposed site in this application can create congestion on the roundabout itself. The time to travel to Caernarfon will go back to what it was BEFORE the bypass was built, with the possible outcome that people will choose to travel through Dinas to join the

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bypass from the Llanwnda side to reach Caernarfon sooner without delays at the Meifod roundabout.

Relevant Planning Policies

We believe that these planning policies are particularly relevant to this development, and we would be grateful if you would consider them when assessing the application.

PCYFF 1: DEVELOPMENT BOUNDARIES

STRATEGIC POLICY PS 15: TOWN CENTRE AND RETAIL DEVELOPMENTS

POLICY MAN 6: RETAILING IN THE COUNTRYSIDE

Specifically, this policy states that small shops outside the boundary may be allowed to develop, provided the shop is sub-standard to another business on the site, and the shop will not significantly disrupt any other shops nearby.

Not far from the site is the Bontnewydd village shop. It is believed that there is a significant risk that this shop will suffer a significant disruption to their business, and the same is true of the shop and petrol station in Dolydd, the Gwalia shop and petrol station in Caeathro, and the petrol service and Texaco shop in Caernarfon.

In addition, priority should be given to using an existing building. A new building is proposed here and it is therefore believed to be contrary to policy MAN 6.

POLICY MAN 7: HOT TAKE-AWAY FOOD USES

Conclusion

Llanwnda Community Council is opposed to this proposed unnecessary, unsuitable and alien development.

We are also aware of the strong feelings locally against the development. There will be a negative impact on the community, and the only people who will benefit from the development will be those travelling to Pen Llŷn and Abersoch.

We would appreciate it if you would consider the comments in this letter, and our concern of the potential harm and destruction to the community.

Transportation Unit:

I would like to take this opportunity to provide observations on application C24/0323/14/LL, Caernarfon. The following application refers to a proposed petrol station, electric car charging hub, retail building, creation of a new entrance and associated works including

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landscaping.

Concerns have been raised in relation to the width of the junction on the proposed site and the implications from a pedestrian safety perspective. According to the plans put forward, pedestrians would be required to cross a significant distance across the entrance, sharing the space with vehicles entering and exiting the site. As a result, we believe that the standard of the current crossing provision is insufficient to support a safe and effective walking network.

We kindly ask the applicant to undertake a detailed assessment of the need for a three-lane provision at the junction, including its impact on the overall width of the junction and pedestrian crossing distances. In addition, we ask the applicant to consider providing an appropriate pedestrian crossing facility at the site entrance.

In addition, we ask the applicant to consider the provision of public transport for residents travelling towards Bontnewydd from the site. This request is made as the nearest bus stop to this direction is relatively less accessible on foot compared to the bus stop near the Parc Muriau Hotel, which serves journeys towards Caernarfon.

Given the above concerns, I regret to confirm that the Transportation Service objects to the application as it currently stands.

Natural Resources Wales:

Thank you for consulting Cyfoeth Naturiol Cymru / Natural Resources Wales about the above, which we received on 8th April 2026.

We have concerns with the application as submitted because inadequate information has been provided in support of the proposal. To overcome these concerns, you should seek further information from the applicant regarding groundwater quality and flood risk. If this information is not provided, we would object to this planning application. Further details are provided below.

We also advise that based on the information submitted to date, conditions regarding protected sites, protected species and groundwater quality should be attached to any planning permission granted.

Without the inclusion of these conditions we would object to this planning application.

Groundwater Quality

Petrol filling stations have the potential to cause pollution of controlled waters. We have concerns with the application at present because inadequate information has been provided in support of the proposal to understand the potential risk to groundwater. This advice

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is in line with the Environment Agency's approach to groundwater protection (and adopted by NRW) Section D Pollutant storage and transmission. The degree of risk is dependent on many factors and each proposal must be considered on a site-specific basis.

The following information should be submitted to address our concerns:

- a) Location of the storage tanks: Annotated site plan showing the location of the new tanks and pipelines to pumps.
- b) Determine the depth to the water table: The seasonal variation of the water table should be considered, and any seasonal highs should be compared with the tank invert level. If the water table is shown to be above the invert level of the storage tanks, we advise a risk assessment should be produced with respect to the groundwater and mitigation measures to reduce any risks.
- c) Design of the tanks and infrastructure: Details of the tanks and infrastructure design and cross sections of the geology and tanks with depths below the ground. If the tanks and infrastructure are below the water table, a risk assessment should be completed, and mitigation measures proposed. The design must be in line with the APEA 'Blue Book'.

The site has been subject to significant earthworks and material storage associated with the construction of the adjacent Caernarfon Bypass. Further details of the former uses of the site and potential for contamination should also be provided to determine any risks from the proposal.

We would advise for the tank details (a-c above) to be provided prior to determination of the application, but if you are minded to determine the application prior to receiving this information we would recommend that you should only grant planning permission for this scheme if the conditions listed below are attached to the planning permission.

Condition 1

No development shall commence until the following components of a scheme to deal with the risks associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways

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and receptors

- potentially unacceptable risks arising from contamination at the site
1. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 2. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Justification:

To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination.

Condition 2

Prior to the operation of the development a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority.

The report shall include:

- results of sampling and monitoring carried out in accordance with the approved verification plan
- demonstration that the site remediation criteria have been met
- a long-term monitoring and maintenance plan

The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

Justification:

To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the

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contamination at the site has been remedied prior to occupation or operation.

Condition 3

If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved.

Justification:

To ensure risks associated with previously unsuspected contamination are addressed.

Condition 4

No infiltration of surface water drainage into the ground is permitted other than with express written consent of the local planning authority.

Justification:

To prevent unacceptable water pollution.

Flood Risk

The site contains a designated main river (Afon Rhodican) and we have concerns regarding this development and future flood risk to the proposal and to third parties.

Whilst paragraph 5.5 of the Design, Access and Planning Statement suggests that the site lies outside any flood risk zone, we advise that there is always an inherent risk of flooding associated with development proposals adjacent to watercourses.

The Proposed Site Redevelopment Option 4 plan suggests that the development platform would be raised and as such the batter/slope may compromise access to the Afon Rhodican.

We advise that:

- a minimum of 3m unobstructed (level) machine access should be provided
- a clear unobstructed access is shown in a revised drawing

This work would also be subject to a Flood Risk Activity Permit.

Protected Sites

Afon Gwyrfaï a Llyn Cwellyn Special Area of Conservation (SAC)

Foul Drainage

We are satisfied that there is unlikely to be a source of additional

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nutrients and/or a pathway for impacts.

Pollution Prevention

We have concerns that harm from the proposed development on the SAC cannot be ruled out.

To secure mitigation:

Condition 5

No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted.

The CEMP should include:

- Construction methods
- General site management
- Biodiversity management
- Soil management
- Resource management
- Traffic management
- Pollution prevention

The proposed development will require:

- appropriate drainage
- vehicle washing area to mains foul sewer
- oil and petrol interceptors

Further groundwater assessment is required.

Condition 6

No development shall commence until a drainage scheme has been approved covering:

- foul drainage
- surface water drainage
- oil and petrol separators
- trapped gullies
- roof drainage

Glynllifon Special Area of Conservation (SAC)

The development is within an important area for Lesser Horseshoe

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bats.

Your authority must undertake an appropriate assessment under the Habitats Regulations.

Protected Species

Bats

This area supports Lesser Horseshoe bats.

Otters and water voles

Concerns have been addressed.

Welsh Water:

We refer to your planning consultation relating to the above site, and we can provide the following comments in respect to the proposed development.

Having reviewed the proposal, we note it is proposed to dispose of foul flows via the public sewerage system and discharge surface water run-off into a sustainable drainage system.

FOUL WATER

There is no public sewerage system in this immediate locality.

We advise that the flows should be connected to the combined sewer at or downstream of manhole SH48613301 located approximately 400m to the north in Pwllheli Road, Caernarfon.

If the development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system, then a Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Dŵr Cymru / Welsh Water.

Please note that the issuing of a Discharge Consent is independent of the planning process and a consent may be refused although planning permission is granted.

In light of the above and given the omission of a detailed drainage plan/layout, we would kindly request that if you are minded to grant Planning Consent for the above development that the following **Condition and Advisory Notes** are included within the consent to ensure no detriment to existing residents or the environment and to Dŵr Cymru Welsh Water's assets.

Condition

No development shall commence until a foul water drainage scheme for the site has been submitted to and approved in writing by the local

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planning authority.

The scheme shall provide for the disposal of foul water flows and thereafter implemented in accordance with the approved details prior to the occupation of the development.

Reason

To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

Public Protection Unit:

Noise

The application has submitted a noise assessment which has concluded that there is a low noise impact from the development. The Noise Impact Assessment shows that predicted cumulative score levels are significantly lower than representative background sound levels during the day and night. The report concludes that the development will not cause a perceptible change in ambient noise levels so it is considered to have a low impact on nearby noise-sensitive properties during the day and night. The Service has highlighted that the anticipated noise level during the night is only 1dB lower than the current background noise level, and not 5dB lower than what the Service would suggest.

The assessment shows that there is no adverse noise impact on other properties, subject to the implementation of the recommended mitigation measures. The noise-sensitive property is located north of the site, approximatelym away. The property is located just above the proposed location.

A 4m acoustic barrier on the northern boundary is an integral part of the assessment and significantly reduces propagation towards residential properties to the north. Supplies must be operated only during the day and adhered to the noise limits of machinery for the undefined compound. It is advised that these are conditioned should the application be granted.

The Noise Impact Assessment does not specifically assess impulsive noise from slamming vehicle doors. Such events are temporary and have not been modelled separately from general vehicle movements. However, given that the predicted cumulative noise levels remain well below background sound levels, the assessment suggests a low probability of an unacceptable impact. Despite this, impulsive noise events can still be detectable during quieter periods during the night. Therefore, the Service would like to draw the attention of the planning authority, these noise incidents can cause complaints during the night,

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and the Authority may consider limiting the operating hours of the service station so as not to run on a 24-hour basis. The predicted noise levels at night were only 1dB lower than the background noise level.

The Service would recommend the following conditions:

- The development will be fully achieved and implemented in accordance with the recommendations and mitigation measures set out in the Noise Impact Assessment prepared by Sound Solution Consultants Limited (Ref: 40646 R4, dated 17/06/2024), unless otherwise agreed in writing by the Local Planning Authority.
- The noise particle noise level from all stationary machinery, equipment and associated commercial activities on the premises must not exceed the current background noise level (LA90) in the nearest noise-sensitive receiver, when assessed in accordance with BS 4142:2014+A1:2019.

The relevant background noise levels will be: 55 dB(A) LA90 during the day (07:00–23:00) 35 dB(A) LA90 at night (23:00–07:00). The noise level will include any character contributions for tonality, impulsivity, intermittency or any other distinguishing acoustic characteristics.

- Boundary Acoustic Barrier – North Boundary Prior to commencement of use, a solid acoustic barrier must be installed at least 4.0 metres high along the northern boundary of the site, as shown in Figure C6 of the approved Noise Impact Assessment. The barrier must: Be of solid, imperforate construction. Have a minimum surface density of 10 kg / m². Be installed without gaps at ground level. After that, the barrier will be maintained for the lifespan of the development.
- The jet wash bays may not operate outside the hours of 07:00–23:00 on any day; and be fitted with the approved side and rear acoustic screens and canopy construction as described in the Noise Impact Assessment. No changes should be made to the jet wash equipment or screening without prior written approval from the Local Planning Authority.
- All delivery, servicing, loading and unloading activities associated with the development will be limited to the hours of 07:00–23:00 only. No deliveries or services will take place during the night period (23:00–07:00).
- Before installing or operating any equipment or mechanical equipment within the service building complex (including but not limited to air conditioning, refrigeration, extraction or ventilation works), full details including procedural specifications, acoustic data and anticipated noise levels will be sub-

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mitted to and approved in writing by the Local Planning Authority.

The chronic noise level of all such units must not exceed the following:

55 dB LA(r,Tr) during the day (07:00–23:00); and 35 dB LA(r,Tr) at night (23:00–07:00) as measured or predicted in the nearest noise-sensitive receiver.

In addition any noise emitted by plant and machinery used in connection with the Development will not exceed Noise Rating Curve NR25 between the hours of 2300 – 0700 and NR 30 at all other times when measured within the nearest noise sensitive dwelling (windows can be open for ventilation). The noise emanating from any plant and machinery used on the premises should not contain any discernible tonal component. Tonality shall be determined with reference to BS 7445-2.

- The EV charging units and electrical substation must be installed and maintained in accordance with the specifications and assumptions noted in the approved Noise Impact Assessment, including enclosure design and acoustic mitigation. No new equipment should be installed where noise emissions exceed those assessed, unless a further noise assessment has been submitted to and approved by the Local Planning Authority.
- If any noise has been produced, a noise assessment will be carried out by an appropriately qualified acoustic consultant to demonstrate compliance with the approved noise limits. Where invasions are identified, mitigation measures will be implemented within a time-frame agreed with the Local Planning Authority.
- The operating hours of the service station will be during day-time hours, 07:00–23:00.

Reason: to protect the amenity of adjacent residential properties.

Construction

To protect the residents of the area:

- any demolition and construction work should take place between 08:00–18:00 Monday to Friday, 08:00–13:00 on Saturday, and work should not be permitted on Sundays and Bank Holidays. During demolition and construction, quieter methods should be used to reduce noise and vibration from the works and the recommendations of BS5228: Noise and Vibration Control on Building and Open Sites should be considered.

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Reason: to protect the amenity of adjacent residential properties.

Lighting

The lighting report follows recognised guidelines, including the Institute of Lighting Professionals (ILP) PLG04. After reviewing the report, there is more emphasis on protecting ecology than neighbouring residential properties. The report concludes that lighting has been changed to ensure that Olux was on the hedge to the north of the site. The nearest property is located to the north and therefore levels reach Olux. The plan did not indicate what the levels will be in the property, and the report should have included the projected vertical lux levels in the nearest residential property, including outside the windows.

- The applicant is required to provide the anticipated lighting levels (vertical lighting levels in the adjacent residential windows) and demonstrate compliance with ILP limits.

Dust

- A Construction Environmental Management Plan (CEMP) will be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved CEMP will be fully implemented as per the approved details and during the entire construction phase. The AQMP Plans on Dust Control and Emissions from Building and Demolition must be kept during all demolition activities, site preparation and on-site construction.

Reason: to protect the amenity of adjacent residential properties.

Air Quality

The assessment has concluded that the proposed development will have a negligible impact on neighbouring residential properties and has recommended mitigation measures, and that the developer implements the methods highlighted as outlined in section 4 of the report.

The assessment has also noted that the development complies with the Local Air Pollution Prevention and Control (LAPPC) Regulations and that certain activities, e.g. (after petrol vaporization), can be carried out. The site would be required to obtain a permit from the Authority prior to its operation if a plan application was granted.

Welsh Government Transport
Unit:

I refer to your consultation of 13/08/2024 regarding the above planning application and advise that the Welsh Government as highway authority for the A487 trunk road does not issue a direction in respect of this application.

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Welsh Government Transport
Ecological Unit:

I also expressed concern about the concurrent applications for 2 very similar developments for new fuel/service stations in the same area, namely this one (C24/0755/19/LL) south of the roundabout and C24/0323/14/LL - A487 which also for a new fuel station on the north side of the roundabout. I'm afraid I missed seeing the opportunity to make comments on C24/0323/14/LL - A487 as I was off on leave at the end of August but they would have been very similar (if not too late I can make comments on this one too?). I still think having 2 developments in this area is a major concern. The in-combination effects of both developments need to be considered as if both were to be granted permission the impacts would be even worse. The rural nature of the area would be changed due to the gradual in-fill of built environment on either side of the new roundabout and bypass. This and then possible future planning applications are gradually resulting in the loss of farmland and semi-natural habitats and are merging areas of built-up land (with associated noise and lights etc) from Caernarfon town to the north and Bontnewydd to the south, squeezing the area left for wildlife and severing connectivity with impacts on sensitive and protected species such as bats, otters, badgers, reptiles, amphibians as well as general habitat loss. It should also be questioned why there is a need to provide new fossil fuel service stations at a time when we have WG declaring a Climate Emergency. It is accepted that the applications also include some charging infrastructure for electric vehicles but for future-proofing this aspect could be expanded (make more chargers available) and the fossil fuel filling option should even be taken out. Climate Change is the biggest threat to the environment and biodiversity. There is also added risk of pollution or air and waterways from fossil fuels from spillage etc and increased emissions from exhausts will increase air pollution with effects on the health of vegetation and the general environment. I have the following issues about the application.

- The overall impact of lights and light pollution. It looks like some attempts have been made to reduce light impact by the proposals to fit baffles/shrouds to rear to minimise impact on wildlife, which is good, but this only reduces lighting slightly. The light levels will still be much higher than existing and there is still a high likelihood of impact on sensitive species such as bats and otters commuting etc. The additional light will come from lights for the shop, petrol/diesel Canopy, HGV Islands, EV charging bays, associated parking and access roads, buildings and advertising signs, as well as vehicle lights within the service station and coming in and out onto Pwllheli Road. Also the proposed lighting spectrum of up to 5700K has higher impact on wildlife than warmer colours which are preferable.
- Loss of habitat. The Preliminary Ecological Assessment report (November 2023) underplays the importance of the existing habitats and links to adjacent habitats. Also the loss of seminatural habitats such as grassland, hedges and the associated soils to tarmac and concrete

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has a large environmental and ecological impact in itself as well a loss of natural carbon storage. • In the report it states that the grassland is all improved and that ‘This grassland habitat is species-poor and of no ecological significance’. From the descriptions and species listed (dominated by common bent and with other species such as crested dog’s-tail and red fescue) with wetter areas containing frequent greater bird’s-foot trefoil and occasional cuckoo flower, the grassland appears to be more semi-improved not improved and of more significance than suggested. • Impact on bats. The work associated with the Caernarfon bypass showed this area to be of importance to a number of species of bat including lesser horseshoe bats and a number of culverts (including one ‘NRW2’ just west of the roundabout) were put in under the A487 to maintain connectivity for bat commuting routes. The report state ‘The grassland is unlikely to be of significance to foraging bats but the hedgerows may provide feeding and commuting corridors. No bat survey was carried out.’ . The use of the area by bats and impacts of lighting and development requires further investigation. • Impact of otters and badgers. The report states ‘No badger setts, latrines or signs of foraging were found on the site. The development will not affect badgers.’ And ‘The ditches were lacking significant water even after an extended period of wet weather; they have little potential to be used by commuting otters. I think the surveyor has underestimated the use of this area for both these species. • During a site visit to look at the new bypass in this area (Feb 23 by NMWTRA and NRW) fresh otter and badger tracks were noted in muddy ground near and in NRW2 culvert and towards the access track near Meifod roundabout and the balancing pond on south side. There were concerns that a gravel access track lead up from this culvert to wide open gate at roundabout and another track led up towards Bontnewydd just opposite to the entrance of the proposed development. There was no wildlife mesh on gate or fencing to prevent wildlife from getting onto carriageway of A487 (Caernarfon by-pass) and A4087 (Pwllheli Road). There is a high risk of both otters and badgers using the tracks and pathways from the culvert under the bypass and then getting killed in the vicinity of the roundabout and on Pwllheli Road as approach from Bontnewydd direction. • Also some concern that the proposed creation of ‘marshy grassland’/swale or ditch along frontage parallel to Pwllheli road might attract otters to cross the road to the development (and to the adjacent balancing pond) so further risk of otter mortality. • Impact on other species such as amphibians and reptiles. The report states ‘the field is generally unsuitable for reptiles and amphibians; there are no standing water features for the latter, but there could conceivably be common lizards in association with the *clawdd* wall on the northern boundary. Provided this is not impacted during works, no further survey should be required.’. The adjacent field with the balancing pond

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has amphibians using it and there is a likelihood that the walls, cloddiau and hedgerows provide hibernation habitat for reptiles and amphibians so survey is required if any of these habitats are to be destroyed. • Any drainage and gullypots needs to be ‘amphibian friendly’ and avoid issue of wildlife entrapment. • Hedgerows and trees: The report states ‘The hedges are of some minor or local ecological significance’. The proposed planting of further native species hedges is welcomed but not enough proposed and it does not mitigate for loss of hedgerows from the proposed development. Also there is a large gap in hedge continuity at the field access to south. Also should aim to reinstate and put new traditional cloddiau along with hedges as these are the traditional boundary features. As well as providing hedge habitat these are also good for lizards and hibernating amphibians etc. • Biodiversity and Section 6 Duty to provide a net benefit for biodiversity. Whilst this is mentioned in the report and some proposed suggestions have been made to manage and enhance the field to the south of the site for wildflowers it is not clear if this is within the application boundary as it is outside of the red line boundary and there seems to be no commitment to carry this out and also not develop any of the adjacent field in the future. Proposed landscaping plans do not sufficiently mitigate for the loss of habitat or the impacts on wildlife and do not achieve required enhancement. • The impacts on wildlife and the environment have not been sufficiently mitigated. If the proposal does go ahead then request that the movement of otters and bats is properly surveyed and impacts properly mitigated including the provision of a culvert to provide a safe crossing point under Pwllheli road (designed by an otter ecologist) and associated fencing. Also further planting and screening to prevent disturbance of wildlife from lighting as vehicles (in increased numbers) coming out from the development.

Biodiversity Unit:

Dear Elan,

The applicant has submitted the following additional and amended documents:

- Ecological Impact Assessment by BL Ecology Ltd. Dated 30th March 2026
- A site layout plan
- A landscape planting plan
- Bat Survey Report by BL Ecology Ltd. Dated 30th March 2026
- Lighting Pollution Review January 2026 by Design Me Consultants

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Ecological Impact Assessment Report

This report is acceptable, although the site was mapped using UK Habs instead of Phase 1, and the biodiversity value of the ecological features has been assessed using a method only relevant in England (Statutory Biodiversity Metric Condition Assessment Sheets, Natural England, 2023) not in Wales.

Habitats present on the site include : agriculturally improved grassland, native hedgerows, privet hedgerow, ditch, bramble, scrub.

The EcIA assesses the hedgerows on the site are classed as a Habitat of Principle Importance (section 7 habitat) and to be of regional biodiversity value. I agree with this assessment.

Bat Report

Bat survey has been undertaken in 2025, and followed the Bat Survey Good Practice Guidelines (2023) and comprised of :

- Three night-time bat walkover (NBW) surveys, 23rd April 2025, the summer survey was conducted on 9th July 2025 and the autumn survey was conducted on 13th October 2025.
- Static bat detector surveys at 3 location on the site, monthly from April – September.

The bat survey results from the night-time bat walkovers and static detector surveys indicate that the site is used by several species of bats for commuting and foraging; including common pipistrelle, soprano pipistrelle, noctule, lesser horseshoe, brown long-eared, myotis, Leisler's and serotine. Nathusius' pipistrelle (*Pipistrellus nathusii*) was also recorded on one occasion in April.

The surveys recorded Lesser Horseshoe Bats along the hedges (T4 on H5 recorded 25 LHS Bat calls in April, T1 on H4 recorded 7 LHS Bat calls in May; T3 on H2 recorded 9 LHS Bat calls in May). This shows that LHS Bats fly long the hedges at the site occasionally. The proposed development site more or less a culvert that passes under the by-pass and this is used by bats.

The proposed development site is located 4.5km from Glynllifon Special Area of Conservation (SAC) designated for its population of Lesser Horseshoe Bats. There are known LHS roosts within 0.6km.

The loss of hedgerows (H2 & H5) is likely to impact LHS Bats. The mitigation is to plant whips along the boundary of the site along the road (where H5 is located), however I recommend the creation of a more substantial wooded corridor along this boundary. Ideally this boundary should be retained and enhanced

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to maintain the bat flight corridor habitat.

The lighting is likely to impact on Lesser Horseshoe Bat flight lines and foraging habitats. Lesser Horseshoe Bats in this area are part of the Glynllifon SAC metapopulation. There are LHS Bat roosts within 0.6km.

Otter

The Afon Seiont, located 0.5km to the north-east of the site and the network of culverts on and close to the site created as part of the Caernarfon Bypass, and includes widened culverts as wildlife passes for otter and other wildlife. I recommend that it is assumed that otters use the culvert and travel along the ditch. I consider it to unlikely that an otter holt or lying up site is within the development site because there is not suitable habitat.

Lighting

The Light Pollution Review used Dialux Evo to create a horizontal illumination model. But it is limited to the boundary of the site, so it is not possible to see the light spill outside the site. Light levels within the proposed site are very high and at the boundaries it appears to be between 14 and 5 lux; this level of lighting would impact LHS Bats and other species of bat. Bats and Artificial Lighting at Night Guidance Note (GN08/23) states that ‘Significant effects have been recorded on lesser horseshoe bats from as low as 3.6 lux. Furthermore, the average light level on hedgerows most regularly used by this species has been recorded at 0.45 lux’.

The Light Pollution Review report has not identified bat features i.e. bat roosts or hedges as flightlines. It has not included vertical illumination modelling. An amended report showing the whole site from the road and with a buffer of 5meters around the site and which includes vertical models at hedges is required, and bat features and that has followed BCT & ILP Bats and Artificial Lighting at Night Guidance Note.

It would be useful to see the existing light levels and compare it to proposed.

Ecology Impact

The EcIA report a comprehensive impact assessment.

The development will result in:

- Loss of 1ha of agricultural grassland
- A small section (approximately 0.003ha) of bramble scrub
- loss of approximately 100 meters of hedgerow H2 and all of

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hedgerow H5 (120 meters). A Total of 210 meters of hedgerow. This is a significant biodiversity loss, both these hedges are habitats of Principle Importance to Biodiversity in Wales.

- Further damage could be caused through root compaction of hedgerow H1, potentially leading to poor tree health or death.
- Proposed lighting is likely to impact bat flightlines, creating barriers to bat flight pathways. This is a significant biodiversity impact.

Ecological Mitigation

Summary of mitigation measures in EcIA:

- Avoid destruction of bird's nests by removing vegetation outside of bird breeding season
- Measure to avoid harm to reptiles and amphibians during vegetation clearance.
- Security lighting during the construction phase will be kept to a minimum and pointed away from the site boundaries to ensure dark corridors for nocturnal fauna. In particular, no lighting will shine onto the tree with moderate bat roosting potential, BT1, or any of the hedgerows.
- Recommends a Pollution Prevention Plan
- Amended Landscape Plan includes tree and hedge planting.
- Bat & birdboxes on a pole
- Lighting to be minimal. This has not yet been demonstrated.

I recommend that the hedges are be translocated and a plan for this must be provide showing the method that will be used and the timing.

To mitigate the loss of a total of 210 meters of hedgerow and The Landscape Plan proposes to plant 140 meters of new hedge and 80 meters of tree and scrub planting. This is insufficient, more substantial hedgerow and wooded corridor is required.

Mitigation recommend in the bat report includes

- Retaining hedges and protecting them during construction
- New planting in existing hedges & in the site– see landscape plan
- “Following the results of the bat activity surveys, the client has agreed to plant an additional wide belt of trees and shrubs to the west of the site (with a width of 5m, using the species listed within paragraph 4.4.3 above and maintained to 2.2m) in order to connect

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the existing hedgerows. The shrubs will be planted alongside solid wooden lathe fencing which will screen the development from the commuting feature and allow the trees and shrubs time to become fully established. Off the main site, this planting will continue to the west, linking with the existing hedgerow (H4) to ensure connectivity remains from north to south and aligning with the existing culvert under the Caernarfon bypass.”

- the Bat report states that “A lighting plan has been designed by Design Me Consultants (January 2026) to ensure the site boundaries remain suitable for use by bats and other nocturnal fauna and ensure a commuting link for these species remains post development. BL Ecology has reviewed the lighting plan and concludes that the use of smaller fittings (Kingfisher VIVA CITY Pro luminaire), baffles and installation of a 3m acoustic fence along the northern boundary would reduce light spill to the northern existing hedge to below 0.45 lux.” However the Light Pollution Review model does not show this, lighting on hedges appears to be much higher. I recommend an amended Lighting report and model to show illumination beyond the site.

The EcIA states:

Due to the risk of pollutants entering the watercourse on site which feeds into the Afon

Gwyrfai SSSI and SAC 2km downstream, a robust drainage scheme will be designed.

This will detail how surface water will be treated prior to discharge into the waterbody on site to ensure the integrity of the SAC is retained and prevent harm to the fauna and flora within this habitat.

However, drainage information is required to be submitted as part of this the process to determine Biodiversity Enhancement

Cyngor Gwynedd duty under Section 6 of the Environment Act 2016. Planning Policy Wales (PPW) 10 sets out that “planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity”.

It is proposed to put Bat & birdboxes on a pole as biodiversity enhancement.

More hedge and wooded corridor planting are required to enhance the site for biodiversity.

A Green Infrastructure Statement has not been submitted.

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Sewage & Drainage

Surface water drainage, shown on SUDS plan, appears to discharge into the drain around the roundabout which eventually flows into Afon Gwyrfa SAC at Llanfaglan, just downstream of the WWTW. There are two attenuation tanks.

How will construction ensure no pollution to water courses?

Currently the site is not connected to the mains sewer which is located 300 meters to the north. Information must be provided to demonstrate how connection to this sewer will be achieved together with maps showing new pipeline routes and places of excavation.

Landscape Plan

The amended plan received on 30th March 2026 is an improvement for biodiversity from the previous one. The plan shows a new hedge to be planted along western boundary and whips to be planted along the roadside boundary on the east. I welcome the proposal to plant new hedges because these will create a habitat of biodiversity value and a wildlife corridor. However, the plan does not state the width of the hedge, as it is a scale drawing it appears to be 5 meters wide. I would like confirmation of this from the applicant. I also recommend that whip planting be at a density of 8 per square meter. I also recommend that the trees to be planted include crab apple, elder, wild damson and rowan which are good for badgers and pollinators.

I will also recommend a condition that states that the hedge must be planted to the satisfaction of the LPA and that the condition of the hedge is reviewed every year to ensure it is providing a suitable wildlife corridor and habitat.

The landscape plan has not included the additional planting of tree and scrub to the south which is outside the red-line boundary of the application for the proposed development. I recommend that this is shown on an updated Landscape Plan together with updated details of planting species and density.

Summary

I object to this proposal because the lighting is likely to impact bats. The proposal has not demonstrated that lighting will not impact bats.

I object to this proposal because insufficient information is provided for connection to the main sewer. This is required to ensure that Afon Gwyrfa SAC will not be impacted.

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I recommend that before the application can be determined the following documents be provided:

- Hedgerow Translocation Plan
- Amended Lighting Impact Assessment showing the area outside the development to at least 5 meters and the vertical model for lighting at location along boundaries i.e. hedges.
- Pollution Prevention Plan for construction period and once operational.
- Information to demonstrate how connection to main sewer will be achieved, this should include maps showing any excavations works required.
- Amended proposed site plans with layout showing mitigation measures and biodiversity enhancements.

I will be recommending the following planning conditions to ensure the protection and enhancement of biodiversity and protected species:

- No trees, shrubs or vegetation to be cleared during bird nesting season unless it can be proven in writing to the LPA that nesting birds will not be damaged.
- Water quality monitoring during construction and once operational
- Hedgerow to be translocated to the satisfaction of the LPA before construction commences.
- Monitoring of lighting and light levels around boundaries during construction and once operational.

Land Drainage Unit:

Not received

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Public Consultation: The application was advertised and letters / correspondence were received objecting on the basis of:

- Location on good quality agricultural land.
- Increase in traffic and activity in the area.
- Concerns about road safety.
- Outside the development boundary.
- Concerns about the visual impact of the development.
- Loss of green space and damage to biodiversity.
- Potential impact on local bats.
- Lack of obvious need or demand for the development.
- Prominent development within the landscape.
- The advertising column on the side of the road is intrusive and incompatible with the area.
- Concerns about light pollution.
- Noise concerns.
- Negative impact on the amenities of neighboring properties
- Potential impact on local businesses and shops in Caernarfon.

5. Assessment of the material planning considerations:

The principle of the development

5.1 The first part of policy TRA 1 allows for improvements to the existing transport network provided they comply with the following criteria:

"(i) The route and/or chosen site shall have the least possible impact on the built and natural environment, landscape and properties;"

It is considered that locating the development on a site immediately adjacent to a roundabout on the A487, which is the existing main strategic route, is taking advantage of existing infrastructure and therefore reduces the need for significant intervention elsewhere. There is no evidence that the impact on the built or natural environment will be unacceptable, subject to consideration of other relevant policies which receive further attention later on in the report.

"(ii) The land taken shall be permanently maintained to the minimum required and shall be consistent with good design and high-quality landscaping; and"

The plan seeks to limit the footprint of the development to what is necessary for the operation of a fuel service station and associated shop along with associated parking and landscaping. Use is limited to servicing cars and lorries that require fuel or to recharge electric cars.

"(iii) In the case of cycle routes, park and ride schemes and roadside service areas, the plan will help to improve road safety; and"

Concerns have been raised in relation to the width of the junction on the proposed site and the implications from a pedestrian safety perspective. According to the plans put forward, pedestrians would be required to cross a significant distance across the entrance, sharing the space with vehicles

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entering and exiting the site. As a result, it is considered unsafe for pedestrians to cross the proposed entrance, which is unusually wide for its location. To this end, the development is considered to be contrary to the above criterion and the development does not ensure road safety.

"(iv) In the case of new roads, a full range of practical solutions to a transport issue have been considered and road improvement offers the best solution; and"

The proposal does not include the provision of a new road (except for the access road) but rather uses and connects to the existing network. As such, this criterion is not considered to be directly relevant in this case.

"(v) In the case of roadside service areas, the plan must adjoin the strategic road network, focus primarily on serving the needs of motorists, not impede the movement of strategic traffic and in line with Strategic Policy PS 15 not undermine retail provision in the Sub-regional Centre, Urban and Local Service Centres or Villages."

The site is located directly adjacent to the A487, which is part of the strategic road network, and the nature of the development is focused on providing a service to road users here. It is recognised that it is not immediately located on the strategic road, but rather in the practical location to serve the strategic road. Following comments from the Highways Unit, although there are pedestrian safety concerns at the point of crossing the proposed entrance forming part of this application, there is no evidence that the proposal would impede the movement of strategic traffic.

- 5.2 The shop element is located within the same building as the fuel pay point. From the information submitted, the size of the retail area is just over 200sqm (208sqm) and is therefore defined as a small shop within the LDP. It is therefore considered that a shop of this size would be ancillary to the primary purpose of providing fuel and breaks from travelling and it is therefore not considered that the shop element would be likely to undermine the retail provision of nearby centres.
- 5.3 Recognising the important role that petrol stations can play as community facilities, it is considered that investment in existing and new facilities should be supported. The report that has been submitted states that there has been a decrease in the number of petrol stations but an increase in the number of vehicles on the roads; it is considered that opportunities to provide a new petrol station to meet local need are ones to be supported.
- 5.4 This is particularly relevant in the case of the proposal for the Caernarfon bypass site, which not only provides a petrol station, but also includes fast/ultra-fast electric vehicle charging facilities. Therefore, it is considered that the proposal is located as close as practically possible to the strategic road network, it is focused on serving the needs of drivers. The shop is not believed to undermine the retail provision in the Sub-regional Centre, Urban and Local Service Centres or Villages. The shop element of the development is considered to be an ancillary and secondary use to the main use as a fuel station, and an integral part of a roadside service facility. The nature and scale of the shop, with less than 200m² of retail space and a limited range of goods, confirms that it does not operate as an independent shop serving the daily needs of the local community but rather providing convenience to users of the strategic road network. As a result, the shop is considered to serve the existing use on the site, which is the fuel station. In light of this, and given the ancillary nature of the shop, it is considered that the proposal does not need to be assessed as a retail development on its own against all the retail criteria of policy MAN 6 and policy MAN 7 relates only to hot take-away food shops and is therefore irrelevant in this case. Policy PS15 specifically relates to opposing

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development that would take away from the vitality and viability of retail units in the Principal Retail Areas. Due to the size of this retail area and its ancillary connection to the main use as a fuel sales facility, it is not considered to be contrary to the principle of this policy. To this end, it can be confirmed that the proposal to include an ancillary shop complies with this part of policy TRA 1 of the LDP.

- 5.5 However, the comments and concerns of the highways unit regarding the application must be acknowledged. It is not considered that the proposal ensures the improvement of road safety and it is likely to cause an adverse impact to pedestrians attempting to cross the proposed entrance and therefore, it is contrary to criterion iii of policy TRA 1 of the LDP.
- 5.6 Policy PCYFF 1 states that developments within development boundaries should be preferred, with development outside these boundaries restricted unless there is clear justification showing that they are appropriate to their rural location. Although the current proposal for a fuel station and associated shop is located outside a development boundary, and therefore within open countryside, it is considered that the nature of the use depends on its location on the transport network and serves passengers and the wider community. In this case, it is considered that there is a clear functional and locational rationale for the proposed site, and that there are no more appropriate sites within the development boundaries. As a result, although it is a deviation from the preferred development pattern, the proposal is considered acceptable in principle under the requirements of Policy PCYFF 1.

Visual amenities

- 5.7 This site is located off the roundabout on the A487 towards Caernarfon. The site itself is on elevated ground and due to its location and topography and lack of existing landscaping, the plan does not comply with the requirements of Policy PCYFF 3. Due to the location, size, extent and scale of the retail building and the associated development with the fuel sales element, it will be a prominent element in the landscape from both directions on the A487 and when travelling towards Caernarfon. It is not considered that the development has been designed to blend into the site, and the topography increases its visual impact.
- 5.8 The site of the development is considered to result in an unacceptable visual impact. As a result of the differences in ground levels, coupled with its location near the roundabout, the building will appear prominently and conspicuously to road users. This will be particularly evident when approaching and going around the roundabout, causing the development to stand out as a prominent and dominant feature within the landscape.
- 5.9 As the site is located on elevated ground, it emphasises the presence of the building, making its scale more pronounced. As a result, the development seems intrusive and out of character.
- 5.10 The site is not considered suitable for a development of this nature, particularly given its prominence in the landscape and the failure to minimise the visual impact.
- 5.11 In general, the development does not reflect a sensitive or appropriate approach to design. It appears incompatible and intrusive within its context, and therefore does not comply with policies PCYFF 3 and PCYFF 4 of the LDP.

General and residential amenities

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- 5.12 In accordance with the requirements of policies PCYFF 2 and 3, the impacts of the development on the general and residential amenities of neighbouring properties were considered. There is a cluster of buildings located immediately parallel to the site, with the nearest (Muriau Park Hotel) and its curtilage adjoining the site. Two residential properties are located to the rear of the hotel, along with a domiciliary care facility that provides day care (lunch club, social and gardening services, personal care and family support services).
- 5.13 This proposal is substantial and has a very different use to the existing agricultural field, and it is considered that due to its size, scale and proximity (it adjoins the hotel curtilage) together with the range of facilities and services offered on the site (including the vehicle washing areas) this proposal would have an adverse effect on the cluster of properties here based on disturbance. The comments of the Public Protection Unit and the Noise Assessment recommending the provision of a 4m high acoustic barrier on the northern boundary (boundary with the hotel) are acknowledged, but details of this boundary have not been provided and it is considered that a solid barrier of this height immediately on the boundary with the property next door would be likely to cause an unacceptable oppressive impact. It is also recognised that conditions could be imposed on the proposal to ensure that it would not operate during the night, but the Local Planning Authority remains of the view that the level of disruption and increase in activity compared to the current situation that the proposal would generally cause during the day would be unacceptable and, as a result, the proposal is considered to be contrary to criterion 7 of policy PCYFF 2 of the LDP.

Transport and access matters

- 5.14 This proposal includes the provision of a new entrance, and it is noted that the Transport Unit has objected to the proposed development. The concerns outlined relate primarily to road safety issues, specifically the proposed width of the junction and its implications for pedestrian safety. The proposal as it stands means that pedestrians would have to cross a significant distance across the front of the entrance sharing the space with vehicles moving in and out of the site, and therefore does not provide a safe or effective walking environment. In addition, concern has been highlighted about the need for a three-lane arrangement at the junction, including its impact on the overall width of the junction and pedestrian crossing distances. The Transport Unit suggests that an appropriate facility should be provided for pedestrians to cross the site at the entrance. As a result of these matters, the proposal is considered unacceptable and has a significant adverse impact on road and pedestrian safety and is contrary to the requirements of policy TRA 4 of the LDP.
- 5.15 It is noted that the Transport Unit does not object on the basis of the parking provision and therefore the proposal is considered to comply with the requirements of policy TRA 2 of the LDP in this regard.

Biodiversity matters

Afon Gwyrfai and Llyn Cwellyn Special Area of Conservation

- 5.16 The proposed site is located within the consultation zone of the Afon Gwyrfai Special Area of Conservation on the basis of Phosphorus impact, and in particular because it is intended to connect to the main sewer, and the Waste Treatment Site serving this area is the Llanfaglan site which discharges into Afon Gwyrfai. As a result, in accordance with the Conservation of Habitats and Species Regulations 2017, the Local Planning Authority is required to assess whether the proposal is likely to have a detrimental effect on the integrity of the SAC. Proposed developments resulting in an increase in phosphorus load within the catchment area may result in adverse impacts on water

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quality and therefore on the ecological status of the SAC. Information has been submitted as part of the application confirming that it is intended to link to the Caernarfon Waste Treatment Site instead of Llanfaglan, and Welsh Water's comments confirm that this is acceptable, subject to their connection to a specific point which needs to be ensured by a planning condition. On the basis of this information and that this can be achieved through a planning condition, it is not considered that the proposal would have any impact on phosphorus levels in Afon Gwyrfaï and therefore that the proposal demonstrates neutrality in this regard.

- 5.17 The site is 2km upstream from the Afon Gwyrfaï and Llyn Cwellyn SAC, and there is a watercourse (Afon Rhosdican) on the site which discharges into the Afon Gwyrfaï and Llyn Cwellyn SAC and therefore provides a direct hydrological route to the protected site. Natural Resources Wales has reviewed the ecological report (Land off Ffordd Pwllheli, Caernarfon - Fuel Forecaster Survey: Ecological Impact Assessment. BI-Ecology. (Report Reference not published 0130-23-Review02 V3) The construction of the proposed development will have many potentially polluting elements, and if not properly managed, there may be a high risk of contamination of controlled waters including Afon Rhosdican. In order to ensure appropriate mitigation measures, it is advised that the conditions that ensure the submission of a construction environmental management plan (CEMP) should be attached together with the agreement of a foul and run-off water management plan to any planning permission for this development. As long as the development is carried out in accordance with those conditions, it is not considered that the proposal would adversely affect the integrity of the SAC and that these measures ensure a neutral position.

Glynllifon Special Area of Conservation

- 5.18 The site is located approximately 4.5km away from the immediate parts of the Glynllifon Special Area of Conservation (SAC) and as a result, in accordance with the Conservation of Habitats and Species Regulations 2017, the Local Planning Authority is required to assess whether the proposal is likely to have an adverse impact on the integrity of the SAC. It is known that lesser horseshoe bats, which are a feature of the Glynllifon SAC, use the area for commuting and/or food foraging purposes, and the information submitted as part of the application recognises that the commute/foraging area can be up to 10km from the SAC. The proposal has the potential to affect bats that therefore forage for food/commute, particularly through the loss of hedges or trees used as flight lines and through inappropriate lighting. A Bat Report has been submitted which confirms that bats (including lesser horseshoe bats) are in the area and use the hedges at the front of the site and run through the centre of the site. The proposal will have a direct impact on these hedges, and it is intended to cut through the hedge at the front for a wide entrance with three lanes, along with the removal of the hedge that runs through the centre of the application site. It is proposed to carry out further landscaping at the front of the site, and plant a new hedge around the boundary of the development to maintain a link which is being cut as a result of the removal of the hedge that runs through the centre of the site. The observations of the Biodiversity Unit on this issue confirm that these hedges are inadequate – especially the one at the front of the site. It is noted that there is a significant loss of this hedge due to the width of the entrance and that the Highways Unit is questioning the need for this. Although it is intended to plant a new hedge along the southern and western boundaries of the site, the landscaping plan does not clearly indicate that the new hedge would suitably link with the existing hedge. There is therefore a possibility that the hedges can be improved and more landscaping provided to mitigate the situation, but this information has not been submitted as part of the application and it is not entirely clear whether suitable mitigation measures can be provided.

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- 5.19 A Lighting Impact Assessment report has been submitted as part of the application, and Natural Resources Wales' observations confirm that they are responding to the concern about the impact on lesser horseshoe bats.
- 5.20 The Local Planning Authority, as the competent authority in this case has considered the information submitted as part of the application together with Natural Resources Wales' observations suggesting that the Lighting Impact Assessment is acceptable. It is noted that it is not entirely clear whether suitable mitigation can be provided for the loss of hedges as a result of this proposal, and that there is insufficient information on the application to ensure that there is no significant impact on the lesser horseshoe bats that are a feature of the SAC.
- 5.21 Therefore, the Local Planning Authority is of the view that the test of the likely significant impact suggests that there may be a significant impact on the features of the Glynllifon SAC, particularly the smallest horseshoe bat which is a feature of this SAC, as a result of the location of the proposal, the evidence that the area is used by lesser horseshoe bats and that the proposal affects the hedges used by the bats. This means that an Appropriate Assessment is required but insufficient information has been submitted as part of the application for the Local Planning Authority to be able to complete an Appropriate Assessment in this case in accordance with the Authority's requirements under the Conservation of Habitats and Species Regulations 2017. It is therefore concluded that there can be no assurance that the proposal will not have a significant or adverse effect on the SAC due to the lack of information.

Mitigation measures and improvements

- 5.22 A green infrastructure statement has not been included as part of the application but an Ecological Report contains some improvements. While biodiversity improvements could be imposed as conditions, the completion of a Green Infrastructure Statement is considered to be a key part of preparing an application of this size to ensure that it complies with step-by-step principles and that acceptable mitigation measures and improvements are proposed.
- 5.23 However, the plan includes a comprehensive package of landscape improvements aimed at achieving net returns for biodiversity. This will include the planting of 42 new trees of native and semi-native species, as well as the planting of new native hedges and shrubs to strengthen the structure of the landscape. Planting a native "whip" will create soft boundary features and provide habitat and movement routes for wildlife. It is noted that this is a mitigation measure rather than an improvement because the proposal involves the loss of a significant hedge. The Biodiversity Unit's observations suggest that this hedge should be relocated rather than disposed of and replanted. In addition, a mix of perennial meadow is planned to be established at the edges of the site, enhancing flowering diversity and providing habitat for insects and pollinators.
- 5.24 The development includes specific measures to maintain and enhance ecological connectivity across the site. A wide strip of trees and shrubs (approximately 5m wide) will be established on the west side of the site to link existing hedges and create a mobile corridor for bats and other species as outlined above. Also, additional screening will be planted along the southern edge of the site near the watercourse, to enhance this habitat and protect it from the effects of lighting, making it more suitable for bats, otters and other species.

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- 5.25 The plan includes specific measures to support species, including the installation of bespoke bat and bird boxes in suitable locations at the edges of the site. These will be located away from lights and with clear flight paths, to provide additional nesting and resting opportunities. In addition, features such as bug hotels will be incorporated to improve habitats for invertebrates.
- 5.26 The lighting scheme will be designed to minimise impacts on biodiversity, including the use of low-level directional lighting, warm colour, and reduction of light along boundaries. This will maintain dark corridors for nocturnal species such as bats.
- 5.27 The landscape plan will be monitored in the first few years after implementation, with provision to replant any trees or plants that fail to establish, to ensure that the biodiversity benefit is fully realised over the long term.
- 5.28 Given the above measures, the development is considered to provide a robust series of ecological improvements which, collectively, contribute towards achieving net gains in biodiversity in line with the requirements of an overall national planning policy.
- 5.29 It is recognised that there will be an initial impact on biodiversity as a result of the development, particularly during the construction phase. However, given the nature and magnitude of the proposed biodiversity improvements, including the creation of new habitats, the planting of native trees and hedges, and the provision of specific features for wildlife, it is considered that the development will lead to a net improvement in biodiversity in the long term.
- 5.30 Furthermore, these measures contribute to strengthening ecological connectivity and improving habitat quality on site and in the wider area. As a result, the Authority is confident that the work carried out will improve and enrich biodiversity in the local landscape over time.
- 5.31 The proposal is therefore considered to comply with the requirements of Strategic Policy PS 19 (Protecting and Enhancing the Natural Environment), ensuring the protection, maintenance and enhancement of biodiversity, but due to the absence of a Green Infrastructure Statement, compliance with Chapter 6 of Planning Policy Wales cannot be ensured.

Land Drainage, Ground Water and Flood Matters

- 5.37 Fuel station developments have potential for controlled water pollution. Natural Resources Wales considers that insufficient information has been submitted as part of the application at this time for assessing any risk to groundwater. The element of risk is specific to each proposal and site and therefore adequate information is required to assess the situation. In addition, the site has been subject to significant landworks and material storage as a result of work associated with the construction of the bypass. Further information regarding the potential for land contamination is also considered necessary and without this information it is not possible to confirm that the proposal is acceptable in terms of land contamination or water pollution and therefore contrary to criterion 7 of policy PCYFF 2 together with policy PS6 of the LDP.
- 5.38 The site includes a designated main river (Afon Rhosdican) and there are concerns about this development and the future flood risk to the proposal and to third parties. Although paragraph 5.5 of the Design, Access and Planning Statement suggests that the site is outside any flood risk zone, Natural Resources Wales advises that there is always an inherent risk of flooding associated with development proposals near watercourses. The site is not mapped as indicating flood risk from

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Rivers in the Flood Map for Planning. However, work to assess the flood risk (1 in 100 flood event) of this watercourse associated with its diversion and culvert through the site associated with the recently completed A487 Caernarfon to Bontnewydd bypass has been brought to our attention.

- 5.39 The proposed site plan suggests that the development platform would be raised and therefore the slope could jeopardise access to Afon Rhosdican. As this watercourse is a main river, it is advised that unobstructed (flat) access should be provided at least 3m along the watercourse bank for machinery. This is to enable future maintenance of the main river and to provide a flood flow route/buffer zone to the main river. Natural Resources Wales therefore advises that clear unhindered access is clearly demonstrated in a revised plan. Without this information, it is considered that the proposal cannot be ensured to comply with the requirements of criterion number 4 of policy PS6 of the LDP which reduces overall flood risk within the Plan area.
- 5.40 New developments require approval from the SuDS Approval Body (SAB) before construction can commence. The adoption and management arrangements, including a funding mechanism for the maintenance of the SuDS infrastructure and all drainage elements, must be agreed by the SAB. Planning Policy Wales advises that developments should reduce flood risk and should not increase flood risk.
- 5.41 It is noted that the observations of the Land Drainage Unit had not been received at the time of writing the report, and therefore their intention in terms of the SuDS provision cannot be confirmed; however, the proposal would require separate consent for any SuDS scheme, and any confirmation through the application would only be to assure the applicant that their proposal could be acceptable.
- 5.42 In addition, Section 1 of the new TAN 15 (2025) states "This document replaces Technical Advice Note 14, issued in 1998 and Technical Advice Note 15, issued in 2004. Development Plans and planning decisions should no longer refer to those documents." However, the clarification letter states that "...the publication of new guidance could have an impact on the processing of planning applications therefore there will be a transitional period for the implementation of the TAN. Therefore, planning applications submitted and registered before the new TAN was published will continue to be assessed against the previous version ..." Therefore, official guidance from the Welsh Government for planning applications submitted and registered before 31 March 2025 are to be assessed for flood risk on the content of the 1st edition of the TAN 15 policy published in 2004.
- 5.43 The TAN (2004) does not ensure that a drainage statement is submitted as part of any application, and therefore to this end the proposal is considered acceptable and complies with the requirements of Planning Policy Wales and Technical Advice Note 15 (TAN 15) in relation to SuDS matters and that any proposal would require further consent from SAB.

Sustainability Matters

- 5.44 Planning Policy Wales emphasises that the planning system is central to achieving sustainable development, contributing to improving the social, economic, environmental and cultural well-being of Wales. Within this context, the importance of reducing carbon emissions and supporting the transition towards a low-carbon future is recognised, including by promoting more sustainable transport.

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- 5.45 Although there are no specific references to electric vehicles within the current Joint Local Development Plan, the policies support CO₂ emission reduction and climate change mitigation, and an emerging policy direction shows increasing support for the provision of electric vehicle infrastructure.
- 5.46 The proposed development includes provision for electric vehicle infrastructure, and therefore contributes positively to carbon reduction goals. Electric vehicles can reduce emissions from the transport sector and improve local air quality, leading to significant health benefits, as well as providing consumers with a more sustainable form of transport.
- 5.47 While the adoption of electric vehicles is still developing, a lack of infrastructure is seen as a key obstacle. As a result, the provision of charging facilities as part of the development is a positive response to this need and supports the wider shift towards low carbon transport.
- 5.48 The proposal is generally considered to be in line with the principles of sustainable development, supporting national and local policies relating to reducing carbon emissions and promoting sustainable transport infrastructure. As a result, the proposal is considered to demonstrate a strong commitment to the principles of sustainability, in line with the requirements of Policies PCYFF 5, PS 4 and PS 5, which promote sustainable development, reduce environmental impacts, and support more sustainable modes of travel.

Language Matters

- 5.49 In accordance with the Planning (Wales) Act 2015, it is a duty when making a decision on a planning application to consider the Welsh language, where it is relevant to that application. This is reiterated further in para 3.28 of Planning Policy Wales (Edition 12, 2024), and Technical Advice Note 20.
- 5.50 The Supplementary Planning Guidance (SPG) 'Maintaining and Creating Unique and Sustainable Communities' (adopted July 2019), provides further guidance on how it is expected for Welsh language considerations to be incorporated in each relevant development.
- 5.51 It is noted that there are some specific types of development where it will be required for the proposal to submit a Welsh Language Statement or a Welsh Language Impact Assessment. The thresholds in terms of when it is expected to submit a Statement/Report have been highlighted in Policy PS1 of the Joint LDP, along with Diagram 5 of the SPG.
- 5.52 The proposal does not meet the specific thresholds for the submission of a Statement in accordance with Strategic Policy 1 and the SPG: Creating Distinctive and Sustainable Communities. No Language Statement has been submitted as part of the application but a commitment has been made to ensure that all signs are bilingual and it is not believed that there will be a negative impact on the language as a result of the development.
- 5.53 Therefore, through appropriate use of planning conditions in light of the Language Statement findings, such as securing a Welsh name for the development and promoting bilingual advertisements, it is considered that the proposal is not contrary to the requirements of policy PS 1 of the LDP.

Agricultural Land

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- 5.54 The proposed site is grade 2 agricultural land and is therefore regarded as the best and most versatile agricultural land. When considering and determining development control applications, considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should not be developed unless there is an overriding need for the development. No justification for an overriding need has been put forward for the development of this land and on the basis of the above assessment, the proposal is not acceptable in many respects and therefore there is no justification for the loss of agricultural land of this standard. It is therefore considered that the proposal is contrary to the requirements of criterion 6 of policy PS6 of the LDP.

Cumulative effect

- 5.55 It is recognised that each application needs to be assessed on its own merits, but it must also be noted that an application has been submitted for a development of the same type at an adjacent location under reference C24/0755/19/LL Roadside Services and associated works – Land opposite Meifod Roundabout, Meifod Farm, Ffordd Pwllheli, Bontnewydd, LL55 2TY. This application is submitted to the same Planning Committee for a decision. Both applications have been assessed separately, but it is also considered necessary to assess their cumulative impact. The proposal is unacceptable on the basis of matters such as road safety, residential amenities and the use of high-quality agricultural land; and there is insufficient information to complete an Appropriate Assessment under the Conservation of Habitats and Species Regulations 2017, to assess the proposal against Chapter 6 of Planning Policy Wales in relation to green infrastructure and a step-by-step approach, or to assess the impact of the proposal in terms of groundwater or land contamination or flood impact in respect of policies PCYFF 2 and PS6 of the LDP.
- 5.56 To this end, it is necessary to conclude that the cumulative impact of both developments on the area would be unacceptable for the same reasons.

Response to the public consultation

- 5.57 It is believed that all the valid planning issues raised during the public consultations have been fully considered in the report. The development complies with the relevant policies, specifically TRA Policy 1 which relates to the principle of the proposal and this policy does not require that there is a specific need for this development, but rather ensures that it focuses on meeting the needs of drivers.
- 5.58 It is noted that advertisements fall under a different regime to full planning permission and any advertisement that has a right would be subject to a request to display a separate advertisement.

6. Conclusions:

- 6.1 Having considered the above and all the relevant planning matters including local and national policies and guidance, as well as all the observations received, it is believed that this proposal is unacceptable in the form submitted, as it fails to satisfy the requirements of the relevant policies and guidance as noted above.
- 6.2 The proposal in question is unacceptable on the grounds of road safety matters and therefore contrary to criterion iii of policy TRA 1 together with policy TRA 4, residential amenities and therefore contrary to the requirements of criterion 7 of policy PCYFF 2, and use of agricultural land of a high standard and therefore contrary to criterion 6 of policy PS6; and there is insufficient information to complete an Appropriate Assessment under the Conservation of Habitats and

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

Species Regulations 2017, to assess the proposal against Chapter 6 of Planning Policy Wales in relation to green infrastructure and a step-by-step approach, or to assess the impact of the proposal in terms of groundwater or land contamination or flooding impact in respect of policies PCYFF 2 and PS6 of the LDP.

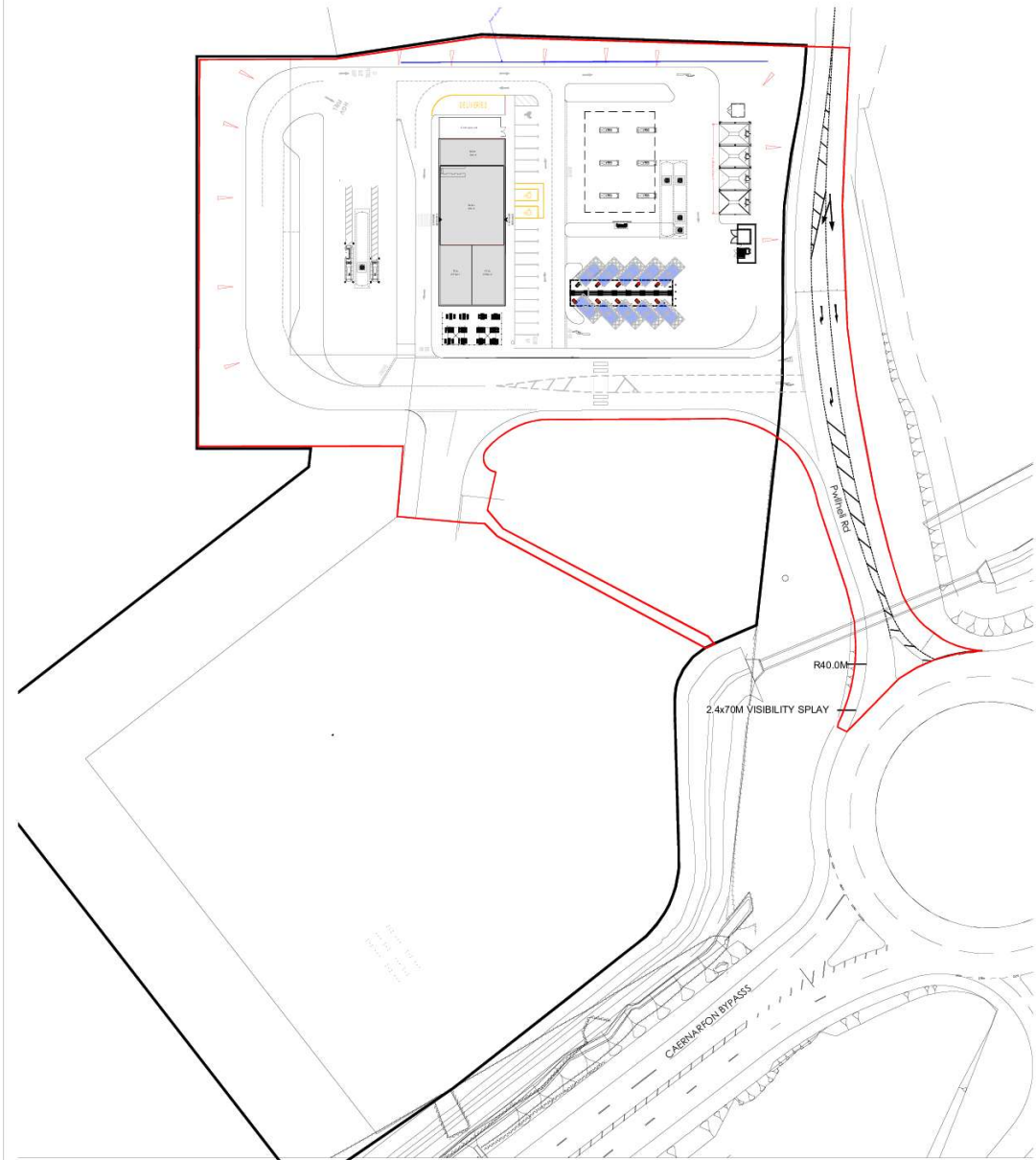
7. Recommendation: To Refuse

To refuse – reasons

- .1. It is not considered that the proposal ensures the improvement of road safety and is likely to cause an adverse effect on pedestrians attempting to cross the proposed access and is therefore contrary to criterion iii of policy TRA 1 together with policy TRA 4 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026, which ensures road safety for its users.
- .2. The proposal, due to its location, scale and use is considered to be unacceptable as a result of the level of disturbance and increase in activity compared to the current situation and as a result, the proposal is considered to be contrary to criterion 7 of policy PCYFF 2 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026, which safeguards the amenities of local property occupiers.
- .3. The test of the likely significant impact suggests that the proposal may cause a significant impact on the Glynllifon SAC, particularly the smallest horseshoe bat, which is a feature of this SAC, as a result of its location of the proposal, the evidence that the area is used by lesser horseshoe bats and that the proposal affects the hedges used by the bats. Insufficient information has been submitted as part of the application to enable the Local Planning Authority to complete an Appropriate Assessment in this case in accordance with the Authority's requirements under the Conservation of Habitats and Species Regulations 2017. It is therefore concluded that there can be no assurance that the proposal will not have a significant or adverse effect on the SAC due to the lack of information and therefore the proposal does not comply with the requirements of the Conservation of Habitats and Species Regulations 2017.
- .4. A green infrastructure statement has not been submitted as part of the application and therefore there is no assurance that the proposal complies with the requirements of Chapter 6 of Planning Policy Wales (2024) in terms of the step-by-step approach and biodiversity improvements.
- .5. Fuel station developments mean a potential for controlled water pollution. There is currently insufficient information submitted as part of the application for assessing any risk to groundwater or any contamination in the land. To this end, it cannot be confirmed whether the proposal complies with the requirements of criterion 7 of policy PCYFF 2 or policy PS6 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026.
- .6. The site includes a designated main river (Afon Rhosdican) and there are concerns about this development and the future flood risk to the proposal and to third parties. Insufficient information has been submitted as part of the application to ensure suitable and adequate access to machinery to enable future maintenance of the main river and provide a flood flow route/buffer zone to the main river. Without this information, it is considered that the proposal cannot be ensured to comply with the requirements of criterion number 4 of policy PS6 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026.
- .7. Insufficient evidence has been submitted as part of the planning application to demonstrate that full consideration has been given to the loss of the best and most versatile agricultural land. It is therefore

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

considered to be contrary to the requirements of criterion 6 of Policy PS 6 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026 and the advice provided in paragraphs 3.58 and 3.59 of Planning Policy Wales.



Block Plan
Scale 1:1000



Cynllunio

Derbyn - 19/07/2024

SCHEDULE OF AREAS

Site Area (Red line): 12502m² / 1.25ha / 3.02acres



Location Plan
Scale 1:2000



K	14/06/24	AOB	Red line adjusted to suit surface water drain and headwall design by engineers.
J	17/04/24	AOB	Road off Pwllheli road to service road increased to 24m.
I	02/06/24	AOB	Red line adjusted to back of footpaths.
H	24/04/24	AOB	Red line adjusted to edge of roundabout.
G	09/02/24	DB	Block plan updated to show revised entrance levels and road markings updated to reflect information received from designers.
F	20/02/24	D	Red line boundary updated to include highway works.
E	13/10/23	DB	Block plan updated to reflect revised site layout plan.
D	27/10/23	DB	Block plan updated to show decrease in EV bay on amended site layout plan.
C	11/10/23	DB	Red line amended, area schedule amended to suit.
B	09/11/22	DB	Block plan amended to show road markings, proposed signage, footcrossovers. Company signs added.
A	27/10/22	DB	Larger sections of CAD were added to location plan. Scale changed to match LPA approved standards.
-	03/10/22	ELA	Drawing created.

rev	date	by	description
CLIENT			
mfg Gladstone Place 36-38 Upper Marlborough Road, St Albans AL1 3UU			
PROJECT LOCATION			
Pwllheli Road Caernarfon Gwynedd			

DRAWING	Block & Location Plans
---------	------------------------

Wyeth		The Cart Shed, Amberley Court, Amberley Lane, Milford, Surrey, GU8 5SL, United Kingdom	
Projects Services		Tel: +44 (0)1483 424704 Email: enquiries@wyethprojects.com	
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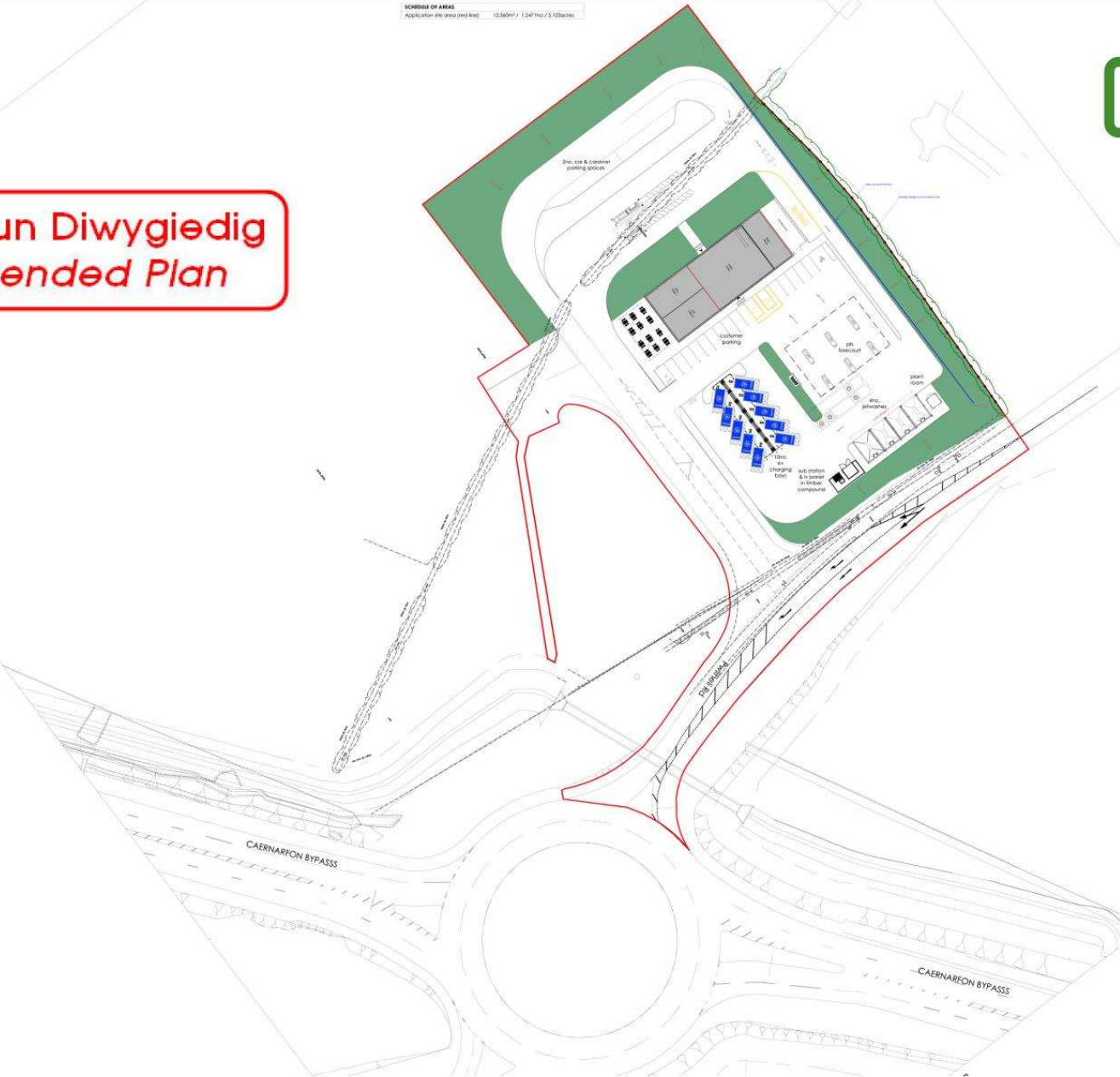
Date:	October 2022	Drawn By:	ELA	Rev:	A3
Scale:	1:1000, 1:2000	Drawn No:	WPS-MFG-500-P-20	Rev:	K

PLANNING

Cynllun Diwygiedig Amended Plan

SCHEDULE OF AREAS
Application site area (red line): 12,580m² / 1,347ha / 3,183acres

30/03/26
ADRAN CYLLIENIO - CYNGOR GWYNEDD



L	06/01/25	MOB	Red line and associated fence pulled approx 3 dm to the south.
K	26/08/24	MOB	Red line boundary to northern boundary updated to centre line of the verge line of existing hedge.
J	14/04/24	MOB	Red line updated to full surface water drain and headwall design by engineers.
I	18/05/24	DE	Entrance kerbs and road markings updated to reflect information received from Eddwards.
H	28/05/24	DE	Above ground fire cabinet to H15 firecourt entrance kerbs connected to full boiler delivery path. Underground fuel tank location indicated.
G	13/12/23	DE	Crane removed from site. EV zone reduced and reconfigured to 10 bays. Installation of 1.8m high perimeter wall. 2.1m high inner compound. Cur & Crandon parking spaces added at entrance work kerbs around site amended to allow access to H15 firecourt. Red line amended to include entrance to site. Area schedule updated to suit.
F	27/10/23	DE	EV zone connected to accessible lane and 1000mm circulation space created between the charges and the canopy structure. Kerbs removed and additional footpaths installed.
E	17/10/23	DE	Red line amended. Area schedule amended to suit.
D	25/07/23	DE	Signage zone amended.
C	18/07/23	DE	Signage zone added alongside road boundary.
B	28/05/23	DE	Red line boundary amended to include balustrade, outline and kerbs added to access road.
A	08/11/22	DE	Area schedule added. Additional notes added to site. Road markings amended to show line markings and give way marking. Proposed signage indicated.
-	05/10/22	ELA	Planning created.

rev	date	by	description
CLIENT			
mfg Gladstone Road 36-38 Upper Marlborough Road St Albans, AL1 3UU			
PROJECT LOCATION			
Pwllheli Road Caernarfon Gwynedd			
DRAWING			

Proposed Site Layout Plan Alternate Option	
Wyeth	
Projects Services	
The Cart Shed, Amberley Court, Amberley Lane, Melford, Surrey, GU8 5SB, United Kingdom	
Tel: +44 (0)1483 426704 Email: enquiries@wyethprojects.com	
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Date:	October 2022	Drawn By:	ELA	Scale:	1:500	Draw No:	WPS-MFG-500-P-22	Rev:	L
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PLANNING

Proposed Site Layout Plan - Alternate Option
Scale 1:500

Scale Bar (metres)
0 5 10 15 20 25 30m

CAD file ref: CAERN-WPS-MFG-500_Planning_Rev20.dwg

AC *Acer campestre* 12-14 4S (Biomass/Tree Carbon credit score rating B)
 CE *Acer campestre* "Elegant" 14-16 4S (Credit score B)
 PE *Populus euphratica* "Elegant" 14-16 3S (Credit score B)
 CM *Crataegus monogyna* "Strick" 12-14 3S (Credit score B)
 CP *Crataegus p. punctifolia* 12-14 54S (Credit score C)
 OC *Ostrya carpinifolia* 12-14 5S (Credit score B)
 PI *Pinus avium* 10-12 5S (Credit score B)
 PP *Pinus peucedan* 12-14 5S (Credit score C)

The existing topsoil should be used for tree planting with 2.5kg Carbon Gold Tree Soil Improver (BioChar) per tree.

30/03/26
ADRAN CYNLLUNIO - CYNGOR GWYNEDD

Cynllun Diwygiedig *Amended Plan*

Existing stone wall retained and extended as shown as orange line.

Solid timber lattice fencing shown as brown line.

15% *Acer campestre* 90-120 cm 1+1
10% *Carpinus betulus* 60-90 1+1
10% *Cornus sanguinea* 20-40 1+1
10% *Cornus avellana* 60-90 cm 1+1
10% *Crataegus monogyna* 60-90 1+1
10% *Euonymus europaeus* 50-90 1+1
10% *Ilex aquifolium* 40-60 3 pots
10% *Prunus spinosa* 60-90 1+1
10% *Rosa arvensis* 40-60 1+1
10% *Rosa canina* 40-60 1+1
10% *Ilex europaeus* 1 free pots

Maintained to 2.2m high.
All protected with ratcail fencing (include for access gates) to standard
agri-environment, forestry and rural grant specification as defined by
Welsh Government Item E932.
NB as requested by Natural Resources Wales the Eastern boundary of the fencing
is formed of solid little fence as indicated by the Brown line.

Parenatal meadow sown - 1,490 sq.metres
Grassed areas damaged by works should be cultivated and the soil sowed to a medium mix and sown with Eramogist ERM3 Meadow Mix at a rate of 4g/m² and then rolled.
Year 1
Seed the newly sown meadow grass regularly in the first year of establishment to a height of 40-50mm removing all anthesis.
Year 2-5
Spring cutting in March can be carried out if deemed necessary, the mower should be set 70mm high.
Seed out or spot treat any parenatal weeds which appear.
Cut in late July to a height of 40-50 mm, removing all seed.
Remove all litter and debris from the area and reduce the soil fertility and to avoid leaving a sward which will inhibit the growth of next year's flowers.
An additional late Summer or Autumn cut can take place if required.
No fertiliser should be applied

General Reference Documents:

- British Standards Institution
- BS 5832:2008 Specifications for Nursery Stock
- BS 4422:1989 Code of practice for general landscape operations (excluding hard surfaces)
- BS 5832:2012 (Specification for topsoil)
- Tree, from nursery to independence in the landscape - Recommendations
- Trees in relation to design, demolition and construction - Recommendations
- Tree work - Recommendations

All works to be carried out in accordance with the recommendations of the British Standards shown above.

Site specific documents:

- Supplementary Planning Guidance: Landscape Character - Gwynedd Council.
- Landmap.

As we have not had access to a full services drawing the Contractor should check for services before commencing work

Project	mfg Caernarfon
Title	Landscape Planting Plan
Scale	1-200 @ A0
Dwg No.	SY26-433-LPP-26-01
Date	26.03.26
Scale	1-200 @ A0
Drawn	FS
Checked	MY
Revision	
Revision Date	

SQUIRES YOUNG
LANDSCAPE ARCHITECTURE

info@squiresyoung.co.uk
01580 890160
www.squiresyoung.co.uk
Suite 1, Unit 2, Crown Yard,
Bedgebury Estate, Goudhurst, Kent TN17 2QZ

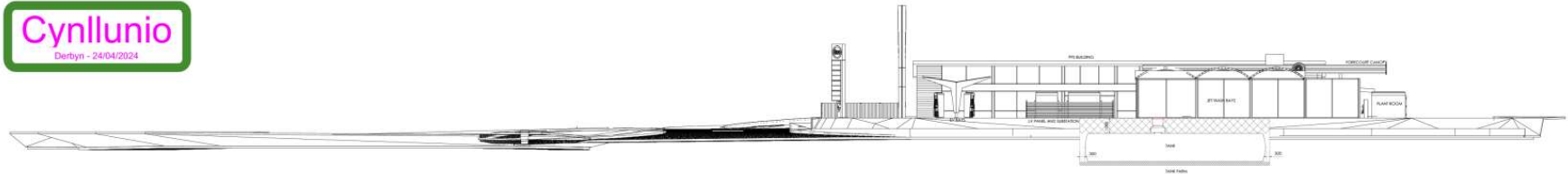


0 20 40
METRES
SCALE - 1:200 @ A0

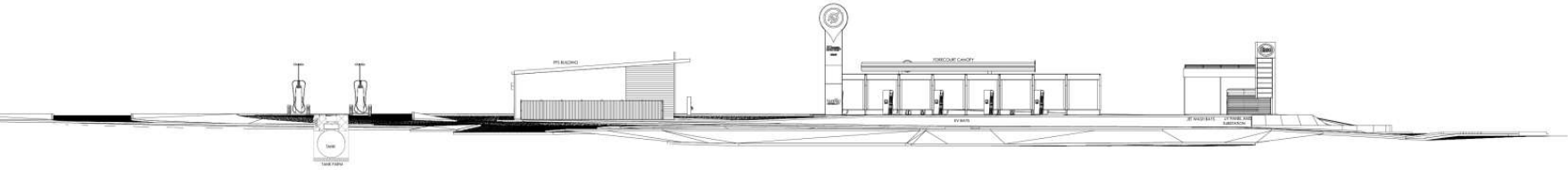
Landscape Maintenance
It is the responsibility of the site owners to ensure that the Landscape Maintenance is carried out as detailed in the following notes for the life of the development.
The following notes relate to the maintenance of the soft landscaping areas as it may be that maintenance of the hard surfacing may not be the responsibility of the Landscape Contractor. If this is the case the contractor responsible for the hard surfacing should be notified so that the use of residual herbicide is not accepted.
Hard surfaces can be kept weed free by mechanical means and, if necessary, the use of permitted herbicides.
During the five year period, annual visits by the implementing Landscape Architect should be made to check that all maintenance works are being carried out properly and as detailed.

[illegible]

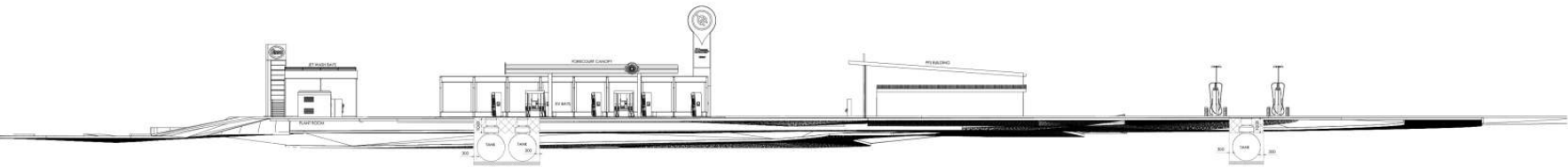
Frequency of visits
December/January/February/March – 1 visit each month.
April – November – 2 visits each month.
This schedule of visits may need to be altered if any period of extreme weather occurs such as drought, excessive rain or high winds.
Further maintenance years 2 – 5
Maintenance during this period should be as detailed for the establishment period with the following additional advice:
Fertiliser application
Years two, four & trees to be given the following rate of Granulated sugar:
Grammes per litre per square metre of crown spread.
Years three five, all planted areas to be fertilised with Selenitron Flora granular fertiliser at 70g/quadrat metre.
Pruning of plants
Pruning should be carried out to maintain the natural shape and form of plants and pruning to 'box' shapes should be avoided.



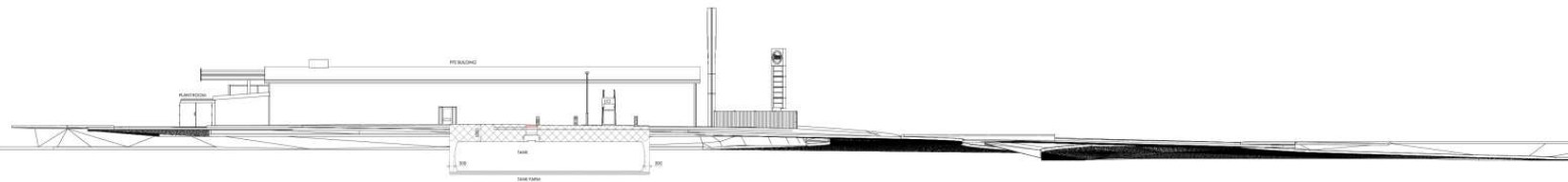
North East Elevation
Scale 1:200



North West Elevation
Scale 1:200



South West Elevation
Scale 1:200



South East Elevation
Scale 1:200

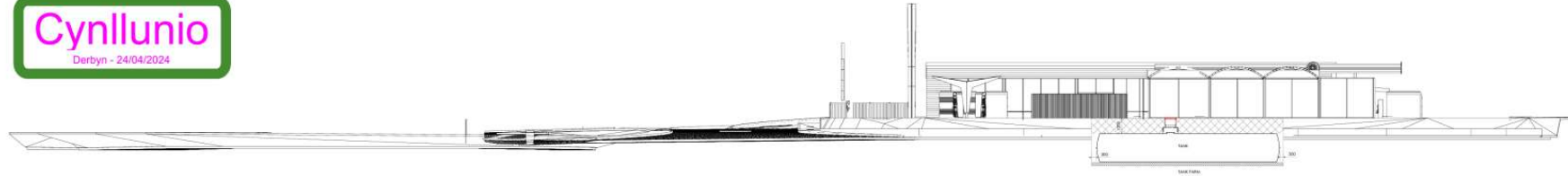
MATERIALS SCHEDULE	
1	Walls - Rendered blockwork, internal and external SKINS. Composite Panels- RAL 9006 with internal skin polyester coated white. Composite timber effect panels - Cedral C03 Grey Brown.
2	Roof - 3 Layer felt
3	Fascia - PPC aluminium. Colour : RAL 7016 Anthracite Grey
4	Deliveries door - PPC Steel security door. Colour : RAL 7016 Anthracite Grey
5	2.4m high timber acoustic fence



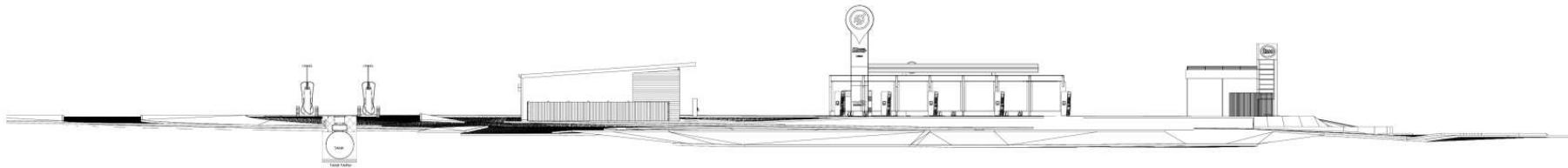
8 07/03/24 A 13/12/23 - 05/10/22 rev date by	BT Elevations updated. CJB Elevations updated to reflect revised site layout. EJA Drawing created description
CLIENT Gladstone Road 36-38 Upper Marlborough Road St Albans, AL1 3UU	
PROJECT LOCATION Pwllheli Road Caernarfon Gwynedd	
DRAWING	
Proposed Site Elevations	
Wyeth Projects Services The Cart Shed, Amberley Court, Amberley Lane, Millford, Surrey, GU8 5EL, United Kingdom Tel: +44 (0)1483 424704 Email: enquiries@wyethprojects.com © This drawing is the copyright of WYETH PROJECTS SERVICES LTD.	
Date October 2022 Scale 1:200	Drawn By: EJA Dwg No: WPS-MFG-500-P-22
PLANNING	A1 Rev: B

Cynllunio

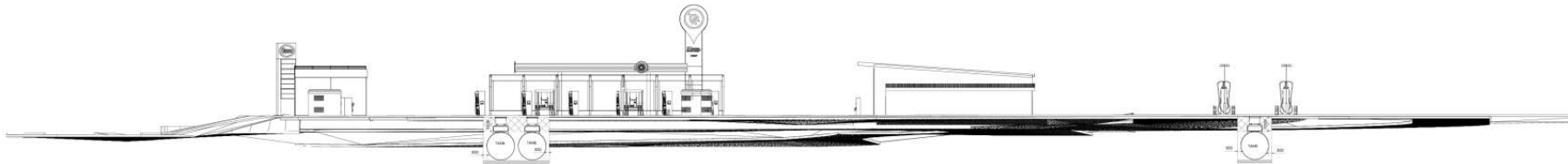
Derbyn - 24/04/2024



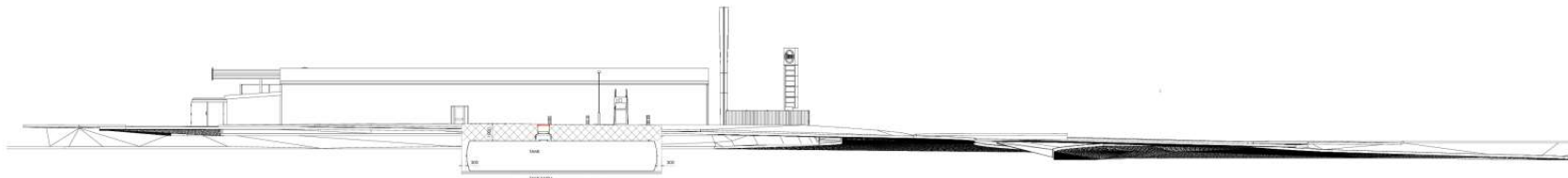
North East Elevation
Scale 1:200



North West Elevation
Scale 1:200



South West Elevation
Scale 1:200



South East Elevation
Scale 1:200

MATERIALS SCHEDULE

- 1 Walls - Rendered blockwork, internal and external skins.
Colour : To be painted RAL 7016
- 2 Roof - 3 Layer felt
- 3 Fascia - PPC aluminium.
Colour : RAL 7016 Anthracite Grey
- 4 Deliveries door - PPC Steel security door.
Colour : RAL 7016 Anthracite Grey
- 5 2.4m High timber acoustic fence
- 6 Double skinned steel tanks

Scale Bar 1:200 (Metres)
0 1 2 3 4 5 10 15 20 25 30

rev	date	by	description
1	28/03/24	DB	Drawing created
CLIENT			
mfg motor fuel group		Gladstone Road 36-38 Upper Marlborough Road St Albans, AL1 3UU	
PROJECT LOCATION			
Pwllheli Road Caernarfon Gwynedd			
DRAWING			
Proposed Tank Sections			
Wyeth		The Cart Shed, Amberley Court, Amberley Lane, Miford, Surrey, GU8 5EB, United Kingdom	
Projects Services		Tel: +44 (0)1483 424704 Email: enquiries@wyethprojects.com	
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Date:	February 2024	Drawn By:	EIA
Scale:	1:200	Drawn No:	WPS-MFG-500-P-24
			A1

PLANNING











PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

Number: 5

Application Number: C24/0755/19/LL

Date Registered: 29/11/2024

Application Type: Full

Community: Bontnewydd

Ward: Bontnewydd

Proposal: Roadside services and associated work.

Location: Land near Meifod roundabout, Meifod Farm, Pwllheli Road, Bontnewydd, LL55 2TY

Summary of the Recommendation: APPROVE WITH CONDITIONS

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

1. Description:

- 1.1 This is a full application for a service station that provides fuel to vehicles, including an associated shop on a site near Meifod roundabout. Access to the site is from the A4871 Pwllheli Road. The development includes a fuel area, canopy, provision of new underground fuel tanks and associated pipework; an associated retail building to include a shop and a till area; provision of electric vehicle charging points; fuel refilling facilities for heavy goods vehicles (HGV); sitting tables and a picnic area; parking spaces for cars, and for motorbikes; parking area to car-share; tourism information panel; a picnic area; a dog exercise area; biodiversity enhancements, as well as connecting existing footpaths; landscaping work and associated works. The service station will include erecting a new building of approximately 325 square metres that includes toilets and an office and a sales area approximately 198 square metres; with six fuel pumps (providing refilling facilities for up to 12 cars at a time) located to the north of the building, under a canopy.
- 1.2 The application site is located directly next to the A487 strategic road network, which was designed to bypass the village of Bontnewydd and Caernarfon town. Access to the site is from a roundabout to a south-easterly direction and then 100m along Pwllheli Road. The development site extends over an area of 1.21 hectares and is located on a parcel of grade 3b agricultural land with existing access. This site has a gentle gradient going up towards the eastern side of the site. The site includes stone walls and fences surrounding the perimeter, as well as trees and scattered vegetation.
- 1.3 The site is located outside the development boundary as set out in the LDP. The site does not lie within any other land designations. However, the site is located within the consultation zone of the Afon Gwyrfa Special Area of Conservation on the basis of Phosphorus impact and approximately 300m from a Wildlife Site.
- 1.4 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended), the development that is the subject of this application is defined as a "major development" due to the number of units proposed. In line with the appropriate procedure, a Pre-application Consultation Report was received as part of the application. The report shows that the developer advertised the proposal to the public and statutory consultees prior to submitting a formal planning application. The report includes copies of the responses received at the time.
- 1.5 The reports below were received to support the application.
 - Flood Consequence Assessment and Drainage Strategy
 - Green Infrastructure Statement
 - Lighting Assessment
 - Noise Assessment
 - Planning Design and Access Statement
 - Transport Assessment
 - Preliminary Ecological Assessment
 - Bat Activity Survey Report
 - Nesting Birds Review
 - Construction Environmental Management Plan
 - Grassland Survey
 - Habitats Regulations Assessment Screening
 - Pollution Prevention Plan
 - Reptile Mitigation Statement
 - Geo-environmental Assessment
 - Air Quality Assessment

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

- Retail Statement

1. Relevant Policies:

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 2.1.2 of Planning Policy Wales emphasise that planning decisions should be in accordance with the Development Plan, unless material considerations indicate otherwise. Planning considerations include National Planning Policy and the Local Development Plan.
- 2.2 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the 7 well-being goals within the Act. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act. In reaching the recommendation, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

2.3 Anglesey and Gwynedd Joint Local Development Plan 2011-26, adopted 31 July 2017

Strategic Policy PS 1: The Welsh Language and Culture
 Strategic Policy PS 2: Infrastructure and Developer Contributions
 Policy ISA 1: Infrastructure Provision
 Strategic Policy PS 4: Sustainable Transport, Development and Accessibility
 Policy TRA 1: Transport Network Developments
 Policy TRA 2: Parking Standards
 Policy TRA 4: Managing Transport Impacts
 Strategic Policy PS 5: Sustainable Development
 Strategic Policy PS 6: Alleviating and Adapting to the Effects of Climate Change
 Policy PCYFF 1: Development Boundaries
 Policy PCYFF 2: Development Criteria
 Policy PCYFF 3: Design and Place Shaping
 Policy PCYFF 4: Design and Landscaping
 Policy PCYFF 5: Carbon Management
 Policy PCYFF 6: Water Conservation
 Strategic Policy PS 15: Town Centre and Retail Developments
 Policy MAN 6: Retailing in the Countryside
 Policy MAN7: Hot food take-away uses
 Strategic Policy PS 19: Conserving and where Appropriate Enhancing the Natural Environment
 Policy AMG 3: Protecting and Improving Features and Qualities that are Unique to the Character of the Local Landscape
 Policy AMG 5: Local Biodiversity Conservation
 Policy AMG 6: Protection sites of Local or Regional Significance

Local Supplementary Planning Guidance

SPG: Planning Obligations (2019)
 SPG: Maintaining and Creating Distinctive and Sustainable Communities (2019)

2.4 National Policies:

Future Wales: The National Plan 2040

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

Planning Policy Wales (Edition 12 - February 2024)
 Technical Advice Note (TAN) 4: Retail and commercial developments
 Technical Advice Note (TAN) 5: Planning and Nature Conservation
 Technical Advice Note (TAN) 11: Noise
 Technical Advice Note (TAN) 12: Design
 Technical Advice Note (TAN) 15: Development and Flood Risk
 Technical Advice Note (TAN) 18: Transportation
 Technical Advice Note (TAN) 20: Planning and the Welsh Language

3. Relevant Planning History:

3.1 No relevant planning history on site

4. Consultations:

Bontnewydd Community/Town Council: The application area is located entirely within the area of Bontnewydd Community Council.	I write to propose observations from Bontnewydd Community Council on the planning application above. We note that any references to policies below are references to policies within the Anglesey and Gwynedd Joint Local Development Plan 2011 - 2026, if it is not stated otherwise.
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Summary of the Community Council's viewpoint

Bontnewydd Community Council is unanimously opposed to the proposed development in the strongest possible terms. We object to the fundamental concept of developing a service site in this area, and the objection is not one that can be overcome with minor design modifications and the like. The proposed development is contrary to several policies including the Local Development Plan and we therefore ask the Planning Authority to act in accordance with their policy and refuse the application.

We note that another application, namely Application Number **C24/0323/14/LL** for a petrol station and another use has been submitted in a nearby location and is currently awaiting decision, and we wish to highlight that the requirement or duty here is not to choose the least harmful from two unnecessary developments that are contrary to policy, but to implement in accordance with their policy instead and refuse the application.

The grounds of our objection are detailed over the page.

Pre-planning consultation

We participated fully in the pre-planning consultation, received a presentation from the applicant's agent and we provided comprehensive comments. The comments have been summarised as part of this letter.

We note that amendments have been made to the application

PLANNING COMMITTEE	DATE: 13/07/2026
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following the pre-planning consultation and we thank the applicant for their acknowledgement.

However, we strongly disagree with the way that the local objection has been described as "limited" and "very little". The willingness of over 100 residents to attend a public meeting, and 19 written formal responses from different households is a sign of significant objection and concern. We challenge the applicant to provide examples of positive responses and any written formal responses that are supportive of the application.

We emphasise, despite the amendments following the Consultation, that the proposed development continues to be completely contrary to several policies.

Grounds for objection;

1. Location

The site is located in an area defined as open countryside by the Joint Local Development Plan. The site is outside the development boundary and the location is completely unsuitable and unacceptable.

The desire for financial profit should not outweigh the unsuitability of the site and the adverse impact on the wider local population.

The Community Council supports the assumption within the Development Plan (POLICY PCYFF 1: DEVELOPMENT BOUNDARIES), over refusing development proposals that are outside the development boundary altogether. Therefore, we have a duty to oppose the development as per the policy guidance.

There is no justification for deviating from the policy assumption and locating the development in this rural setting.

In addition, the site is located in a phosphorus-sensitive Special Area of Conservation (SAC), and the site is the best and most versatile agricultural land.

The development would essentially serve populations from outside the SAC's catchment area and thus increase sewer discharge within the SAC. The development would also have an adverse impact on surface water systems while increasing the surface area.

The site is productive agricultural land and is used to grow silage, the ability to produce food should not be lost;

- Land near Meifod, Bontnewydd -
Grade 3b (moderate quality agricultural land)

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Brownfield sites are available in the surrounding area, and the redevelopment of these sites would be more consistent with planning policies and much less detrimental in their impact.

2. Need / Justification for exemption from assumptions - PCYFF 1: DEVELOPMENT BOUNDARIES

The Joint Local Development Plan (POLICY TRA 1: TRANSPORT NETWORK DEVELOPMENTS) presumes over allowing improvements to the existing transport network to include "roadside service areas" provided they:

- have the least possible impact on the built and natural environment, landscape and properties
- permanently retain the land taken to the minimum required
- are consistent with good design and high-quality landscaping
- border the strategic road network
- focus on serving the needs of drivers
- cease to impede the movement of strategic traffic
- **cease** to undermine retail provision in the Sub-regional Centre, Urban and Local Service Centres or Villages (and in accordance with STRATEGIC POLICY PS 15: TOWN CENTRE AND RETAIL DEVELOPMENTS);

The proposed development cannot meet the above criteria and therefore should not deviate from PCYFF 1: DEVELOPMENT BOUNDARIES. Therefore, we have a duty to oppose the development as per the policy guidance.

With respect to the criteria, we note;

- The impact on the natural environment and landscape would be enormous in these cases as detailed in "1. Location" above.
- Possible alternative locations are available in the surrounding area where the impact would be significantly lower.
- There is no need for this development at all and therefore taking any land is excessive.
- The design of the site is of low quality and appears reckless.
- Design considerations are outweighed by the fact that countryside settings are inherently unsuitable and that inherent weakness cannot be mitigated by design.
- The development is larger than it needs to be to serve drivers and rather is of a size to maximise profits for the developers at the expense of everything else.
- The development is not aimed at serving drivers of heavy goods vehicles, which is a sign that the effort to provide

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services is lacking.

- The development is located a short distance off a high-speed roundabout. Service users would undoubtedly cause congestion as vehicles slow down to turn in with the traffic leading back into the roundabout and undermining the entire purpose of the bypass.
- This development would significantly undermine local retail provision.

The concept of offering provision on the road and 'out-of-town', with a high probability of capturing expenditure and economic benefit before it reaches our local towns, villages and businesses is completely unacceptable and completely contrary to local and national policies (STRATEGIC POLICY PS 15: TOWN CENTRE AND RETAIL DEVELOPMENTS) to support town centre viability.

The local community's need for petroleum, restaurants, coffee shops and fast-food outlets will be enhanced by the current provision. Any new provision would replace the existing provision rather than meet any new need. By doing so, people's consumerism and presence would be diverted from the urban and village areas that are at the heart of communities to a remote green field.

The proposed development would undermine the viability of neighbouring villages and the town of Caernarfon and complement the negative impacts of bypasses on town centre businesses.

Llys-y-Gwynt (Llandegai) Services is **less than 9 miles** from the roundabout and directly off the A55 to the roundabout.

There are 5 petrol stations **less than 5 miles** away, and **an additional 9 within 15 miles of the roundabout.**

There are **4 charging locations within 5 miles of the roundabout** (according to *Zapmap*).

There are **65 cafés / restaurants / within less than 2 miles.**

See a summary of the current provision in **Appendix 1.**

It is recognised that more electric charging points will be needed in the future, but provision is already starting to develop including those that bring direct financial benefit to communities such as at Canolfan Y Fron and Ty'n Llan in Llandwrog. It would be much better for travellers who stop to charge their cars, to do so in the town of Caernarfon, where there are cafes, restaurants and shops where the time can be spent contributing to the local economy.

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3. Out-of-town development - POLICY MAN 6: RETAILING IN THE COUNTRYSIDE

The Joint Local Development Plan (POLICY MAN 6: RETAILING IN THE COUNTRYSIDE) presumes against allowing "small-scale shops or extensions to existing shops outside the development boundary" if they cannot comply with all of the following criteria:

- that the shop serves an existing business on the premises
- the shop will not significantly affect nearby village shops
- priority has been given to the use of an appropriate existing building
- the new use will not have a significant impact on the amenities of neighbouring residents or the character of the area
- the development is accessible through sustainable modes of travel
- parking and access arrangements are acceptable
- the development will not adversely affect highway safety.

The proposed development cannot meet the above criteria and therefore a presumption against permitting should be made. Therefore, we have a duty to oppose the development as per the policy guidance.

There are no existing businesses on the site, nor any contact with local businesses or producers. Any 'farm shop' or offer of local produce would offer a secondary tokenistic element.

Due to the location, the shop will have a significant impact on neighbouring village shops and shops in the town of Caernarfon.

There are plenty of empty commercial buildings available in the town of Caernarfon that are entirely appropriate for use as shops, and their use should be prioritised.

Ensuring town and village centres are vibrant and enjoyable places where people can meet others, hold and hear conversations and see everyday life happening around them is vital in terms of health and well-being and the Welsh language.

The development will be at the heart of green countryside and will have a negative impact on the amenities of neighbouring residents and on the character of the area.

The development has been designed for the benefit of private vehicle users and is essentially unsuitable for sustainable public transport users.

The development is located a short distance off a high-speed

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roundabout, no doubt service users would cause congestion by slowing vehicles to turn in, with traffic leading back into the roundabout.

4. Out-of-town development - POLICY MAN 7: HOT TAKE-AWAY FOOD USES

The Joint Local Development Plan (POLICY MAN 7: HOT TAKE-AWAY FOOD USES) presumes against allowing "hot take-away food developments" if they cannot comply with all of the following criteria:

- The development will not generate excessive noise, odour or litter that will have an unacceptable impact on the amenities and character of the area
- The development will not lead to an over concentration of this type of use in the immediate locality, and be detrimental to the vitality, attractiveness and viability of the area
- The use is in-keeping with adjacent land uses
- The premises are easily accessible on foot, cycle and public transport
- The development will not result in significant congestion or parking problems to the detriment of highway safety
- A waste storage method must be provided that is sufficient and appropriate within the curtilage of the site
- Extraction and ventilation systems must be designed so that they do not have an unacceptable impact on visual and residential amenities.

The proposed development cannot meet the above criteria and therefore a presumption against permitting should be made. Therefore, we have a duty to oppose the development in line with the policy guidance.

We understand that the drive-through coffee shop and restaurant are no longer part of the plan.

However, the proposed development has a relatively large shop as part of the plan. Such shops usually offer a service where coffee and various other food and beverages can be purchased for off-site consumption. Therefore, despite the removal of the coffee shop from the plan, there is a likelihood that excessive noise, odour and litter will be generated anyway, and so the unacceptable impact on the amenities and character of the area will continue.

Introducing any noise, odour and litter into this countryside area would be excessive and have an unacceptable impact on the amenities and character of the area. This is not an addition to this pollution, as a similar development would have in an urban area within the development boundary, instead it is introduced anew

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into the open countryside.

Allowing these developments would be contrary to several policies and set a dangerous precedent that could lead to further developments of this kind in the immediate vicinity. The impact of Pwllheli Road on the town of Caernarfon would soon amount to the devastating impact of the Caernarfon Road out-of-town developments on Bangor City centre.

We are confident that our observations above clearly state the viewpoint of Bontnewydd Community Council, and that you consider our reference to the relevant planning policies sincerely and in detail.

Yours sincerely,

Bontnewydd Community Council

Caernarfon Town/Community Council:

The application site is located 68m from the boundary with the Caernarfon Town Council area

The Town Council is completely supportive of the observations from Llanwnda Community Council and acknowledges that the proposed development is not in any ward in the town but the Committee objects to the application for the reasons below:

1. The Caernarfon Town Council Policy is to respond to formal planning applications from the planning sub-committee instead of a pre-application consultation.
2. The main responsibilities of CTC in planning matters are to ensure benefit for the majority of the town's residents and businesses.
3. There is currently no shortage of garages supplying petrol and diesel in Caernarfon, with Morrisons and another one in the town, and Caeathro is not far from several town dwellings,
4. There is a shortage of electric vehicle charging points (EVCP), but the proposed location is not the ideal place to ensure the needs of town residents or visitors. Cyngor Gwynedd has located EVCP in the town, but they have not been connected to a supply to date.
5. The site is located outside the town development boundary.
6. The location uses a green site, which is Grade 2 agricultural land, which is the second best of six types: "good quality".
7. Currently, if visitor vehicles come to Caernarfon to get fuel, it is possible that they also spend and support businesses in the town. This would not happen with a development outside the town.
8. Although the proposed development is not on the same scale, developments on Caernarfon Road have had an adverse impact on Bangor City centre.
9. The scale of the development is considered excessive for its location between the relatively small town of Caernarfon and the village of Bontnewydd. It is similar to motorway 'services' instead of a facility near rural communities.

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10. Traffic is already moving at speed on the Muriau/Meifod roundabout. Additional vehicles leaving and rejoining the bypass would likely create a more challenging situation in terms of traveller safety. Queues could be anticipated, especially on Friday nights/Sunday afternoons, during the summer, which would reach the A487.

11. The development encourages more use of personal vehicles and does not contribute anything towards developing public transport.

12. With the offer of a 24/7 service, there will be a significant increase in terms of noise and light pollution in such a prominent location.

13. Concern amongst Muriau residents, particularly the parents and their children who walk to the school in Bontnewydd.

14. A very detrimental impact on the amenities of Muriau Hotel, an oppressive impact.

To summarise:

1. It does not appear that this development is for the benefit of the town's residents. EVCP are required for local people, but this is not the intention of this development.

2. It is a development in a very prominent place on agricultural, green land.

3. It is likely to have a detrimental impact on several businesses in Caernarfon.

4. The vast majority of responses to the pre-application consultation are objections, some are very opposed to this application, and their reasons align with the concerns of CTC (Unanimous

Llanwnda Community/Town Council:

The application area is located approximately 1.7km away from the Llanwnda Community Council area boundary.

Llanwnda Community Council's decision is to object to this application.

Our concerns remain about the nature of this application which will have a permanent, significant and negative impact on the area between Bontnewydd and Caernarfon, and these are for the reasons below.

Location - Size and Design

The size of the development is too large, especially for the location in question. The development would harm the green area and have a harmful impact on wildlife and nature. Concerns have already been raised by the Council's Biodiversity Officer and the Trunk Road Agent Officer that a correct assessment has not been conducted.

We are concerned that it will change the character and feel of the rural area between Bontnewydd and Caernarfon, and make Bontnewydd part of Caernarfon. That is, there will be no green

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space between Bontnewydd and Caernarfon.

Traffic from Caernarfon to the Meifod roundabout is now heavy at times, with queues already developing at busy times along the A4871 to join the roundabout. We believe that the impact on the existing road network must be considered when making a decision, as well as the safety of pedestrians along the road from Bontnewydd to Caernarfon who already have to find their way safely across a busy roundabout.

The application is significant with space for 56 vehicles to include HGV lorries, caravans and campervans. This means a lot of additional activity around the roundabout and the road to Caernarfon. Meifod roundabout is considered locally as one that has dangerous aspects. Traffic flows in and out of the roundabout at speed. Any major developments around the roundabout will only add to the traffic flow.

Impact on the Community

We object to the development because it is a large development, outside the development boundary, which will offer very little, if any, benefit to the local community. Indeed, there is a likelihood that it will have a negative impact on the local community, as it will affect indigenous businesses, not only petrol sales businesses, but also shops, cafés and food outlets.

The local community's need for local services is currently met in the villages around Caernarfon, and in Caernarfon itself. Any new provision would replace the existing provision rather than meet any new need. We believe that the proposed development undermines the viability of local villages and Caernarfon town itself, as well as the shop and petrol station in Dolydd, the Gwalia shop and petrol station in Caeathro, and the Texaco petrol service and shop in Caernarfon.

In addition, priority should be given to a retail application to use an existing building. This is an intended new building, and therefore it is believed that the proposal is contrary to policy MAN 6.

We object to the application in the context of policy MAN 6 which states, among others, the compliances below in terms of a shop presence. It does not meet the criteria:

- i) It will not serve businesses that are already on the site
- ii) It will significantly impact nearby village shops
- iii) It will not be accessible through sustainable modes of

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- travel
- iv) It will have a significant impact on the amenities of nearby residents and the character of the area
- v) The development will have an adverse impact on highway safety

While there is a need for more electric car charging points in the future, Cyngor Gwynedd has a strategy in place to provide more charging points, and this has been included in the Council's Climate and Nature Emergency Plan 2022-2030. We do not believe that the argument for an increase in vehicle charging sites justifies this development.

Green Area, Biodiversity and Impact on Nature

We object to the application on the grounds that we are concerned about a development that will have a negative impact on the local area's nature and biodiversity, and we have already referred to the concerns of Officers regarding this. In addition, the development will not bring any benefits to the area which will outweigh the negative elements, namely:

- i) Loss of a green area in an area defined as open countryside
- ii) Impact on rivers in a Special Area of Conservation
- iii) Negative impact on biodiversity and the environment
- iv) Create a development that will urbanise and lead to the possibility of further development applications
- v) Create noise and light pollution - 24/7
- vi) Increase a litter problem through retail / take-away food
- vii) Promote the use of cars by visiting the shop / food

We believe that these planning policies are particularly relevant to this development, and we would be grateful if you would consider them when assessing the application.

PCYFF 1: DEVELOPMENT BOUNDARIES

STRATEGIC POLICY PS 15: TOWN CENTRE AND RETAIL DEVELOPMENTS

POLICY MAN 6: RETAILING IN THE COUNTRYSIDE

POLICY MAN 7: HOT TAKE-AWAY FOOD USES

Llanwnda Community Council is opposed to this proposed unnecessary, unsuitable and alien development. We also want to draw your attention to the strong feelings locally against the development. This proposed development will have a negative impact on the community, and the only people who will benefit from the development will be those travelling to the Llŷn Peninsula and Abersoch. We would appreciate it if you would consider the comments in this letter, and our concern about the potential harm and destruction to the community.

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Transportation Unit:

I refer to the above application (C24/0755/19/LL) for roadside services and associated work in Bontnewydd. I confirm that the transportation service has no objection and proposes the following comments.

The proposed visibility from the entrance is acceptable. The provision to create active travel connections is acceptable. There is an area within the site that has been designated for four vehicles that are part of a car share. This is a positive element and we would like to see this be conditioned to protect the provision. We have no comments regarding the traffic levels in and out of the site, or the arrangements within the site.

I ask for the following conditions to be imposed with any permission granted:

CONDITIONS The applicant must take every care to prevent surface water from the curtilage of the site discharging onto the highway.

The Applicant shall take all appropriate measures to prevent surface water from within the curtilage of the sites to discharge onto the county highway.

A condition to protect the car sharing provision

Natural Resources Wales:

Thank you for consulting Cyfoeth Naturiol Cymru (CNC)/Natural Resources Wales (NRW) about the above, which we received on 19 November 2025.

We continue to have concerns with the application as submitted. However, we are satisfied that these concerns can be overcome by attaching the following conditions to any planning permission granted:

Condition 1 - 4: Protected Sites

Please note, without the inclusion of these conditions we would object to this planning application. Further details are provided below.

Protected Sites

Afon Gwyrfaï a Llyn Cwellyn Special Area of Conservation (SAC) - Foul Drainage

We note the application site is within the catchment of the Afon Gwyrfaï and Llyn Cwellyn Special Area of Conservation (SAC). In line with our Advice to Planning Authorities for Planning Applications Affecting Nutrient Sensitive River Special Areas of Conservation (28 June 2024), under the Habitats Regulations, Planning Authorities must consider the impact of proposed developments on water quality within SAC river catchments.

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However, we note that the foul drainage proposals have been amended and it is now proposed to connect to the rising main associated with Caernarfon Wastewater Treatment Works (WwTW), as shown on the drawing 'Proposed Drainage Strategy', Revision E dated 22/12/2023 (the reference number for this drawing is incomplete and has been partially cut when copying/scanning).

The amended proposal to connect to the public mains sewer discharging to Caernarfon WwTW which is outside of the Afon Gwyrfaï and Llyn Cwellyn (SAC) addresses the concerns previously raised when a package treatment plant within the catchment of the Afon Gwyrfaï and Llyn Cwellyn (SAC) was proposed. We therefore have no concerns relating to foul drainage and refer you to condition 2 below.

- Otters

Otters are a feature of the Afon Gwyrfaï a Llyn Cwellyn SAC. We note that information has been submitted with respect to survey/assessment undertaken at the site in relation to otters. The Preliminary Ecological Assessment, Wyndrush Wild, WW/11123, 1st November 2023 identified that the site offers little potential to be used by commuting otters.

However, any construction work may cause disturbance to this feature of the SAC. We note that the submitted Construction Environmental Management Plan (eg on the move, dated 07/08/2028) does not include any reference to measures in relation to reducing potential impacts on otters during the construction phase. We advise that the Construction Environmental Management Plan (CEMP) should include Otter Reasonable Avoidance Measures to prevent and minimise disturbance to otters during any construction works.

The CEMP should be agreed to the satisfaction of your Authority as a condition of any planning consent.

- Pollution

The site is 2 kilometres upstream of the Afon Gwyrfaï a Llyn Cwellyn SAC. We note the presence of a watercourse (Afon Rhosdican) on site which discharges into the Afon Gwyrfaï a Llyn Cwellyn SAC and therefore provides a direct hydrological pathway to the protected site.

The proposed development, once operational has elements (e.g. petrol filling, vehicle washing) which may pollute ground or surface waters. The proposed development will therefore need a considered drainage system for these elements. The proposals for surface water drainage should include provision for appropriate pollution containment.

Due to the size of the car parks proposed there should be interceptors located at all car parks. We note that Section 9.5 of the FCA states that a 'petrol interceptor' will be installed. We advise that Class 1 Interceptors are installed and that the details of proposed interceptors

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should be included on subsequent drainage design drawings. Please refer to GPP 3 Use and design of oil separators in surface water drainage systems | NetRegs | Environmental guidance for further information.

We have reviewed the submitted CEMP (eg on the move, dated 07/08/2025) and advise that the following points are addressed and submitted in an updated CEMP. The CEMP must be agreed to the satisfaction of your Authority as a condition of any planning consent (see Condition 1 below):

- Page 1 refers to an Ecological Clerk of Works to "oversee the ground preparation for any tree and vegetation removal". We advise that the remit of the Ecological Clerk of Works is updated to include monitoring for pollution, silty water run-off etc during the construction phase.
- A 24 hour contact number for the clerk of works / site representative to be provided to our Environment Team in case of any water quality / waste incidents. The contact details to be sent to: TimAmgylcheddMonacArfon@cyfoethnaturiolcymru.gov.uk
- Page 4 of the CEMP refers to the Environment Agency Pollution Prevention Guidance (PPG) documents. The PPG documents are out of date and we advise that this section is updated to refer to the Guidance for Pollution Prevention (GPP) documents | NetRegs | Environmental guidance for your business.
- Page 5 states that "Regular inspection and assessment of the effectiveness of run off management measures will be implemented; visual inspection will be continual". We advise that this is updated to state that daily/twice daily specific inspections will be made in addition to "visual inspection will be continual".
- Page 5 also states "Sediment basins will be implemented to manage soil and silt run off". We advise that this section is updated to also include details of measures to control silty water associated with de-watering of excavations, measures should include appropriate settlement methods such as 'siltbusters' or silt fencing.
- Further details regarding waste management during the construction phase should be included in an updated CEMP. Additional details regarding regular checks for litter especially during windy weather, lightweight materials such as cardboard, plastic etc should be segregated and stored in enclosed skips, and details re precautionary measures where high winds are forecast to secure materials on site.

We also advise that you refer to our advice on de-watering in relation to excavations: Natural Resources Wales / Find out if you need a licence for dewatering a mine, a quarry or for a civil engineering project

Condition 1: No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been

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submitted to and approved in writing by the Local Planning Authority.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Justification: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction.

We also continue to advise that the following drainage condition should be included within the decision notice should consent for the project be granted.

Condition 2: No development shall commence until a drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall cover the:

- Disposal of foul drainage;
- Disposal of surface water drainage;
- Installation of oil and petrol separators;
- Installation of trapped gullies;
- Installation of roof drainage - sealed at ground level.

The drainage scheme shall be carried out in accordance with the approved details.

Justification: A drainage scheme should be submitted to ensure necessary measures are approved prior to commencement of development or phase of development and implemented to prevent the deterioration of water quality within a sensitive.

Oil spill kits should be available at key locations on site for dealing with any oil spill. All staff on site should be aware of their location and trained in their use.

Glynllifon SAC

We have reviewed the following additional information submitted in support of the application:

- Lighting Impact Assessment, GW Lighting Consultancy, dated 19/09/2025;
- HRA and bat Activity Screening Report - RSK, Rev 01 dated 30/09/2025;
- Update Preliminary Ecological Assessment, Wyndrush Wild, - updated;
- Proposed Block Plan - Rev J;
- Soft landscaping & Biodiversity Enhancement Plan ref 2024094/SLBE/01revision C dated 22/07/2025.

We are aware that lesser horseshoe bats, which are a feature of the Glynllifon SAC, use the area for commuting and/or foraging purposes.

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The proposal has the potential to impact on bat foraging/commuting, particularly through the loss of hedges or trees which are used as flight lines and through inappropriate lighting.

Whilst we consider that the submitted Lighting Impact Assessment and Soft landscaping & Biodiversity Enhancement Plan provide an adequate basis upon which to consider the potential impacts of the scheme on this species as a feature of the SAC, aspects of the proposed scheme will require further development. However, this further information can be provided via suitably worded conditions, included on the decision notice.

Therefore, to secure appropriate mitigation measures, we advise that the conditions set out below should be attached to any planning permission for this development. Provided the development is carried out in accordance with those conditions, we do not consider that it will adversely affect the integrity of the SAC site.

Condition 3: Prior to commencement of development, full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. This scheme shall consider existing and proposed lighting together with any spillage originating from internal locations. Details shall include:

- . An assessment of lighting in respect of wildlife interests of the site, notably bats and otter;
- Details of the siting and type of external lighting and internal light spillage during construction and operational phases of the scheme. This shall include plans illustrating the location and type of lighting together with isolux drawings;
- . Details to demonstrate that light spillage will not affect wildlife sensitive areas. This shall include plans illustrating retained or proposed features planned to be functionally used by nocturnal wildlife for foraging/dispersal purposes;
- Measures to monitor light spillage once development is operational (post construction light monitoring);

Provisions of the scheme shall accord with the provisions of the Institution of Lighting Guidance Note 08/23: Bats and Artificial Lighting at Night.

Lighting shall accord entirely with the details so approved for the duration of the construction and operation of the development.

Justification: To protect the wildlife and the ecological interests of the site including protected species.

Condition 4: No development or phase of development shall commence until a Landscape Ecological Management Plan (LEMP) for the provision, management and maintenance of the landscape and ecological features at the site has been submitted to and approved by the Local Planning Authority. The LEMP should include:

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- Details of habitats, landscape, environmental and ecological features present or to be created at the site;
 - . Details of the desired conditions of features (present and to be created) at the site;
 - . Details of scheduling and timings of activities;
 - . Details of short and long-term management, monitoring and maintenance of new and existing landscape, environmental and ecological features at the site to deliver and maintain the desired condition;
 - Details of monitoring of landscape and ecological features;
 - . Details of replacement measures should any landscape or environmental features die, be removed or become seriously damaged or diseased within 5 years of completion of development;
 - Details of management and maintenance responsibilities;
 - . Details of timescales, length of plan, the method to review and update plans (informed by monitoring) at specific intervals as agreed.
- The LEMP shall be carried out in accordance with the approved details.

Justification: A LEMP should be submitted to ensure necessary landscape and environmental management measures are agreed prior to commencement and implemented to ensure the site's landscape and environmental features are adequately managed long term.

As the competent authority under the Conservation of Habitats and Species Regulations 2017 (as amended), your authority must, before deciding to give consent for a project which is likely to have a significant effect on a SAC site, either alone or in combination with other plans or projects, make an appropriate assessment of the implications of the project for that site in view of its conservation objectives. You must for the purposes of the assessment consult NRW and have regard to any representations we make within such reasonable time as you specify. In the absence of that assessment, NRW cannot advise that the proposals would not result in an adverse effect upon the SAC site.

Site of Special Scientific Interest (SSSI)

NRW consider the proposals have the potential to impact upon the Afon Gwyrfai a Llyn Cwellyn SSSI and the Glynllifon SSSI. Providing the impact pathways referenced above for the Afon Gwyrfai a Llyn Cwellyn SAC and the Glynllifon SAC are adequately addressed, NRW consider the features of the SSSI will also be adequately safeguarded.

Protected Species

As previously highlighted, we consider the proposal has the potential to impact on bats and otters, which are European Protected Species protected under the Conservation of Habitats and Species Regulations 2017.

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These species are protected under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended). Please refer to our Protected Sites advice and suggested conditions in respect of bats and otters respectively.

Groundwater Quality

We have reviewed the following documents submitted in support of the application:

- Fuel Storage Feasibility Assessment, UK24.7175c dated 29/09/2025 (Issue 2);
- Phase I & II Geo Environmental Assessment, UK24.7175b dated 29/09/2025 (Issue 2);
- Outline Technical Specification - underground double skinned fuel storage tanks
- General Arrangement - 75,000 litre petrol tank, drawing reference 26112/PET-25-075 Rev 0 dated 19/02/2013;
- Fuel Tanks Section dated 27/11/2024 (eg on the move).

The submitted information addresses the concerns we had previously raised in relation to groundwater quality.

Welsh Water:

FOUL WATER

The proposed development site is located in the catchment of a public sewerage system which drains to Caernarfon Wastewater Treatment Works (WwTW). Having reviewed the Proposed Drainage Strategy, we note the proposed point of connection with the public sewerage system is unknown. We advise that the flows should be connected to the combined sewer at or downstream of manhole SH48613301 located approximately 400m to the north in Pwllheli Road, Caernarfon. Therefore, we would request that the condition below is included within any planning permission.

In addition, if the development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system, then a Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Dwr Cymru / Welsh Water. Please note that the issuing of a Discharge Consent is independent of the planning process and a consent may be refused although planning permission is granted.

SURFACE WATER

Turning to surface water drainage, as of 7th January 2019, this proposed development may be subject to Schedule 3 of the Flood and Water Management Act 2010. In the event this proposed development amounts to a total impermeable area of 100sqm or more, approval of Sustainable Drainage Systems (SuDS) features will be required in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. In this instance,

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we offer no objection to proposals for disposal of surface water flows into a surface water body, in principle, subject to consultation and agreement with the regulatory body or riparian owner of this system.

POTABLE WATER SUPPLY

We anticipate this development will require the installation of a new single water connection to serve the new premise. Capacity is available in the water supply system to accommodate the development. The applicant will need to apply to Dwr Cymru Welsh Water for a connection to the potable water supply system under Section 45 of the Water industry Act 1991. The applicant attention is drawn to our new water connection application guidance notes available on our website. The developer is advised to contact us at the above address or on telephone 0800 917 2652 prior to the commencement of any site work.

Accordingly, if you are minded to grant planning consent for the above development, we would request that the following Condition(s) and Advisory Notes are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets:

Conditions

No development shall commence until a foul water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul water flows and thereafter implemented in accordance with the approved details prior to the occupation of the development.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

Public Protection Unit:

Noise

The Pollution Unit has no objection, however, the information must state potential nuisance issues including noise, vibration, odour, light and dust, and address the impacts. A noise assessment must inform the applicant of the potential impact of the development and the associated structures, this should lead the applicant to the specification or the most appropriate mitigation measures that are required to reduce or remove any noise impact from the development on residential premises.

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The application is supported by a Noise Assessment produced by Noise Assessments Ltd, Reference NALPRO261023.01 dated 18/08/24.

The summary concludes that the noise deriving from all the volume will comply with external noise level guidelines, namely 1dB lower than background level at night (23:00 - 07:00) and 3dB lower than the background during the day (07:00 - 23:00), however, it does not satisfy the conditions to be met for the Department so that the plan would have a low or negligible impact on the residents of nearby premises:

The cumulative noise associated with the plan will be restricted to at least 5dB below the background noise level (LA90) (free-field) outside a property that is sensitive to surrounding noise during the day and night. There is reference to a compressor but not to the number of units. Equipment noise will be assessed in accordance with the principles in BS 4142:2014 +A1:2019.

In addition, noise emitting from the machines and the machines used in connection with the Development will not exceed the NR25 Noise Curve between the hours of 2300 and 0700 and NR 30 at all other times when measured within the nearest noise-sensitive dwelling (windows may be open for ventilation). The noise deriving from any equipment or machines used on the site should not include any prominent tonal component. Tonality will be determined by referring to BS 7445-2.

We will also try to condition the construction hours for the site with the following condition: No construction or demolition work may take place on Sundays or Public Holidays or outside the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturday. Reason: To ensure that the proposed development would not lead to a substantial detrimental impact level significantly observed (SOAEL) or detrimental impact in terms of noise to any residential occupiers.

Lighting

The application includes technical information about the light impacts of the development which should not lead to any detrimental impact, and it concludes that the proposed development will comply with the Institute of Lighting Professionals (ILP) (2021) Guidance Note GN01/21 The Reduction of Obtrusive (the 'ILP Guidance Notes'). However, it does not provide the exact level of lux levels and which zone it would comply with in the residential premises.

The perimeter is noted as Lux 5 and given the distance from the residential premises, it should comply with the following levels in

Table 3 (CIE 150 table 2): Maximum values of vertical illuminance on premises of the ILP Guidance Note in Zone E2.S

Light intrusion / nuisance

Table 3 (CIE 150 table 2): Maximum values of vertical illuminance on premises

Light technical parameter	Application conditions	Environmental zone				
		E0	E1	E2	E3	E4
Illuminance in the vertical plane (E _v)	Pre-curfew	n/a	2 lx	5 lx	10 lx	25 lx
	Post-curfew	n/a	<0.1 lx*	1 lx	2 lx	5 lx

* If the installation is for public (road) lighting then this may be up to 1 lx.

Limits apply to nearby dwellings / premises or potential dwellings / premises and specifically windows. The values are the summation of all lighting installations.

Air Quality

Local Air Pollution Prevention Control

The applicant must be aware that specific activities such as unloading petrol, and activities to refill motor vehicles are regulated under the Environmental Licensing (England and Wales) Regulations 2016 provisions, and therefore an Environmental Licence will be required from Cyngor Gwynedd to carry out such activities.

Local Air Quality Control

The application includes introducing a new junction close to relevant receptors. There is a need to conduct an assessment to determine whether this will have a detrimental impact on the National Air Quality Objectives in the vicinity.

Dust

A Construction Environmental Management Plan (CEMP) will be submitted to the Local Planning Authority and approved in writing by the Local Planning Authority. Following this, the approved CEMP will be fully implemented in accordance with the details agreed during the entire construction period.

The IAQM Guidance on Dust Control and Emissions from Building and Demolition will be kept to during all demolition activities, site preparation and on-site construction. Reason: Ensure that the proposed development will not have a detrimental impact on any residential occupier in terms of air quality.

Further observations

We have considered the planning application, and our observations are as follows:

The Noise Impact Assessment for the Roadside Service Area Project (NIA) Number NALPRO261023.01 has been evaluated. A Noise Assessment BS 4142:2014+A1:2019 (industrial/commercial vs

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background sound score) was conducted and background levels were assessed as follows:

During the day: 41 dB LA90

During the night: 39 dB LA90

The Anticipated Score Level was assessed at nearby residents as 31 dB LA and reported as follows:

During the day: -10 dB lower than the background

During the night: -8 dB lower than the background

We would agree with the BS4142 assessment showing a Low Impact. However, in the summary and the conclusion, it is noted that the anticipated external noise on façades is:

≤ 68 dB(A) LAeq,16h (day)

≤ 55 dB(A) LAeq, 8h (night)

The author is asked to confirm that this is a typographic mistake, and if it is confirmed, the condition to the permission could be attached as follows:

The Score Level in a premises that is sensitive to nearby noise must not be higher than 31 dB LAr.

If you have any further enquiries about the above, you are more than welcome to contact us.

Following the receipt of the above observations, the agent has provided an amended version of the report, with the mistake corrected.

Land Drainage Unit:

The applicant has shown that there have been some infiltration tests on the site and the tests did not work. There is a ditch on the site, therefore in our opinion, standard 1 has been achieved.

There are some things that I would pick up on in a SuDS application. However, there seems to be enough green space on the site to be able to make the changes to the application without having to change the plan.

Therefore, the SAB has no objections to this application.

Welsh Government
Transportation Unit from a
NMWTRA Ecologist

This information is based on extensive local knowledge of the site by a locally-based professional ecologist who is very familiar with the area, following their major input into the development of the ecological assessment and mitigation measures associated with our recent Caernarfon and Bontnewydd Bypass scheme. The following comments are provided for information in an advisory capacity, and are not forwarded under the Welsh Government's remit as a statutory consultee:

1) We trust that the Local Authority takes appropriate consideration of the potential in combination impacts of the application and other completed and proposed developments

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nearby. Clearly, the Caernarfon and Bontnewydd Bypass (CABB) scheme has impacted the landscape, and we note a similar application proposed on land to the north of the Meifod Roundabout. We also trust there is fair consideration of WG policies, including the declaration of a climate and nature emergency and net zero emissions targets.

2) WG contractors have conducted extensive ecological surveys, mitigation, enhancement and monitoring through the CABB scheme. We provide the following observations in the hope that you can use this contextual information to assess whether the application has properly considered its ecological impacts:

3) Lighting – We welcome the light-spill reduction measures already included but have concerns about the addition of residual light spill into the surrounding landscape. Monitoring has shown extensive use of the area by multiple bat species including those that are highly light-sensitive and dependant on linear vegetated features; and multiple crossing features were included in the CABB in proximity to the application expressly to maintain bat connectivity across the landscape. In the absence of further bat surveys to confirm the importance (or otherwise) of the application boundary hedges and those that may be illuminated beyond the site, we would like you to consider whether further light pollution control and screening (preferably with additional boundary planting) on all boundaries of the site may be appropriate.

4) Badgers and otters – CABB monitoring has shown that both species are active close to the application site. While the existing site may have little potential to support these species, the landscaping proposals may introduce habitats that would attract them onto site. In this context, we would like you to consider if the application has considered the risk of encouraging these species to crossroads unsafely.

5) Amphibians and reptiles – CABB surveys and monitoring have confirmed the presence of amphibians close to the application site. The cloddiau and all hedgerows are likely to provide terrestrial habitat/hibernacula. We would like you to consider whether this has been fully accounted for in the removal of these habitats. We would also like you to consider mandating that all drainage design is ‘amphibian friendly’ and avoids wildlife entrapment.

6) Grassland loss – We have experience of sites where heavy sheep grazing has suppressed the underlying species richness and ecological importance of grassland leading to under valuation, which only becomes apparent once the grazing pressure is

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removed. We would like you to consider whether the grassland has a higher than assessed biodiversity value, especially in the wetter areas, and whether additional measures may be required to mitigate and compensate appropriately.

Observations from the
Assembly Trunk Roads Unit:

I refer to your consultation of 03/10/2024 regarding the above planning application and advise that the Welsh Government as highway authority for the A487 trunk road does not issue a direction in respect of this application

Biodiversity Observations

I have several ecological concerns about this proposed development.
Reports Relevant to Ecology

- Preliminary Ecological Assessment for a proposed development on land north of Meifod Bontnewydd by Wyndrush Wild, Matt Sutton, 1st November 2023
- Agricultural Land Classification (ALC) Land at Meifod, Bontnewydd, Caernarfon, Gwynedd. Report by: AW Williams, Senior Surveyor, Department for Climate Change & Rural Affairs, Welsh Government. Dated: 02-08-2024.
- Lighting Assessment by GW Lighting Consultancy dated 6 th Sept 2024 –
- Soft Landscaping and Biodiversity Enhancement Plan
- Green Infrastructure Statement, JMS Planning, September 2024

Comments on the ecological reports:
I visited the site on 6 th November 2024. The grassland is semi-improved and has several species: Bird's-foot Trefoil, Red Clover, Meadow Buttercup, Cats-ear and fine grasses such as Common Bent, Red Fescue, Cuckoo Flower) which indicate that it is ****not agriculturally improved**** and that this grassland could qualify as the habitat Lowland Meadow listed under section 7 of the Environment Act 2016. The grassland in this field is of high biodiversity value, the PEA (Wyndrush Wild 2023) incorrectly classes the grassland as improved.

The ecological report conflicts with the information provided in the Agricultural Land Classification which has classed the field as ALC Subgrade 3b *“due to i) an overall soil wetness and workability limitation, and ii) topsoil stone content limitation”*. Often fields classed as being of lower agricultural value have a high biodiversity value, as is the case here.

The ecological survey took place on the 1 st of November 2023, which is late in the season for botanical surveys and many plant species can be easily missed, however under section 2.3. of

PEA it states that there were no constraints to the field survey, however I disagree and question the botanical abilities of the surveyor.

The ecological report is not detailed enough and is incorrect.

Habitats

- Semi-Improved Grassland

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- Damp Grassland
- Hedges & Clawdd & Ditches & Hedgerow Trees

The northern most field boundary is a clawdd (earth and stone bank) with a hedge on top and a ditch along it (dry during my site visit 7 th Nov 2024 & also a year ago as reported in the PEA). This hedge is diverse (oak, willow, bramble, rose, sycamore, ivy, ash, rowan, hawthorn, holly) with ferns of polypody and black speenwort.

Protected Species

During my site visit there was a mammal path through the field, this could be Otter or Badger or both. There are several known Bat roost within 1km.

The ecological survey did not undertake a bat survey, I recommend a Bat Activity survey.

The ecological report list 3 trees with potential of protected species (TN1: Ash with moderate bat roost potential and possible buzzard nest, TN2: Ash with high bat roost potential, TN3: Beech with moderate bat roost potential). These trees will require a Bat emergence survey if they are to be felled or impacted by lighting.

The report states that the site is reptiles unsuitable for reptiles and amphibians, however in my opinion the site has moderate potential for reptiles and I recommend a reptile survey.

There is the possibility that the site may support nesting birds that are of significance such as skylark. A summer visit has not been undertaken. I recommend a summer bird survey.

Ecological Impact & Mitigation

- Loss of 1.3 ha (13,000 square meters) of grassland of biodiversity value and carbon store.
- This development will result in the loss of a wildlife corridor for species (otter, badger & bats), due to loss of habitat, disturbance and lighting.
- This development **does not mitigate **for the loss of habitat (grassland & hedgerows) nor the loss of wildlife corridors.
-

The PEA has not fully found out the ecological value of the site and therefore it has not been able to fully assess the ecological impact sufficiently.

Lighting

The proposed development would result in significant illumination of the site (street lighting, signage lighting, building lighting and internal lighting) this cause light pollution of the surrounding land and create a barrier to the movement of bats especially Lesser Horseshoe Bats. A Lighting Assessment has been provided by the applicant but this, does not show light spill into the surrounding land and does not extend

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beyond 5 lux and has not followed the Guidance on Undertaking Environmental Impact Assessment (ILP 2023).

Carbon & Climate Change

Permanent grasslands are significant carbon stores; approximately 90% of the carbon stored in grassland is in its soil and roots, which remains locked away in their undisturbed soil (Grassland as a Carbon Store, Plantlife, July 2023). This development will result in the loss of the grassland in this field and the loss of this carbon store.

Site Drainage & Sewage

Will there be public toilets? What is the predicted volume of sewage/foul water output? The proposal shows that sewage will be treated on site and with field drainage in the field to the east. This will require the field to the east to be dug up, **the ecology survey did not cover this area.**

The ecological report states that there is no hydrological connection with the Afon Gwyrfai SAC **but this is incorrect**, there are ditches around the field edges of the site. There is a water course to the north (120 meters) and a water course to the south (230 meters) both are tributaries of the Afon Gwyrfai. Therefore there is a hydrological connection to the Afon Gwyrfai.

Habitats Regulations Assessments

Afon Gwyrfai a Llyn Cwellyn SSSI which lies 800m away to the south at its nearest point.

The service station and café will have numerous toilets, the proposal is not to connect to mains sewage, but to treat waste water as part of the proposal. Further clarification is required and more information as this proposal has the potential to contribute to nutrient enrichment of the Afon Gwyrfai SAC either through connection to mains sewage or through ground water filtration into water courses.

The lighting is likely to impact on Lesser Horseshoe Bat flight lines and foraging habitats. Lesser Horseshoe Bats in this area are part of the Glynllifon SAC metapopulation. There are LHS Bat roosts within 1 km. The lighting & illumination plan is not detailed enough and does not include the land around the proposed development and lux levels for lights only extend to 5 lux, a wider area of light spill is needed to 0.001 lux (typical star light). Also a vertical illumination model is also required.

Insufficient information has been provided to ascertain if this development will have an adverse impact on Gwyrfai SAC & Glynllifon SAC.

Biodiversity Enhancements

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Cyngor Gwynedd duty under Section 6 of the Environment Act 2016. Planning Policy Wales (PPW) 10 sets out that “*planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity*”.

The PEA states: “_The external boundary hedges will be protected and allowed to grow taller / bushier. A small number of sessile oaks could be introduced here ...The area proposed for ecological enhancements in the southern part of the site could combine planting of widely spaced native oaks with wildlife-friendly grassland management.” _

The Soft Landscaping Plan shows that 21 trees (various species) would be individually planted throughout the development site, and a 2-3 meter wide strip of “species rich grassland” length (85m) and a few small patches. The species mix for the “species rich grassland” is not suitable as it contains many annuals and non-native species. A very narrow marshy grassland along the proposed swale, is barely worth being seeded for its small size.

The biodiversity enhancements provided are not sufficient to even compensate for the biodiversity loss.

In-combination & other relevant plans

Just to the north of the roundabout is another development proposal for a service station C24/0323/14/LL, this need to be consider as it may also cause impacts to wildlife corridors, Lesser Horseshoe Bats, Otters and nutrient enrichment of water courses.

Conclusions

More information is required:

- • Information to Inform Habitats Regulations with respect to: 1) Afon Gwyrfai SAC and foul water and sewage; 2) Glynllifon SAC and the Lesser Horseshoe Bat population.
- • Grassland Fungi Survey
- • Grassland Habitat & Botanical Survey
- • Protected Species Survey
- • Bat Activity Survey
- • Reptile Survey
- • Breeding Bird Survey
- • Ecological Impact Assessment that has followed the guidelines of CIEEM
- • More detailed habitat/vegetation map/site features
- • Lighting and illumination plan and model showing areas that will be illuminated by the development with lux level gradations. It is advised that this is produced by a member of the Institution of Lighting Professionals.
- • Bats & Lighting Impact Assessment

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- Mitigation for loss of grassland habitat & wildlife corridor
- Amended Soft Landscaping Plan

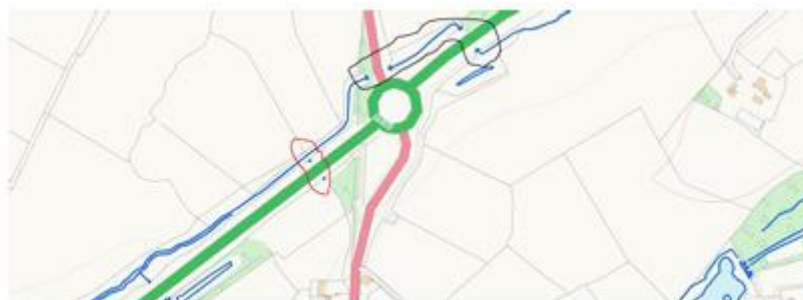
I object to this proposal as it will result in the loss of habitat (semi-improved grassland) that is of biodiversity value and information provided is not sufficient to ascertain if this proposal would have a significant effect on Afon Gwyrfa SAC and Glynllifon SAC nor does it provided enough information to ascertain if there will be an impact to protected species (otter, bats & badger).

Further observations

I recommend bat activity surveys as I have found more information about bats in this locality (see below). This is essential to provide information in order to undertake the HRA. Cyngor Gwynedd is the competent authority who is responsible for undertaking the HRA. The bypass bat monitoring (below) information shows that LHS bats are flying very near your proposed development site.

The map below shows two culverts under the new bypass adjacent to your proposal. The on the map I have circled two culverts under the new bypass. The red circle culvert is a wildlife pass called NRW. NRW insisted on the inclusion of this as an additional culvert. Last year this culvert was inspected by Pete Evans and Jill Jackson and they found evidence that otters and badgers had used the culvert. Bat monitoring (TACP) of this culvert has shown that it is used by low numbers of Lesser Horseshoe Bats, mainly 1 or 2 but up to 9 in 2022.

The culvert I have circled in black is called S110 and bat monitoring of this culvert found a maximum of 36 Lesser Horseshoe Bats using this culvert in one night.



Culvert monitoring has also shown that otters and badgers use the culverts and therefore they are present in the locality. I am disappointed to see that the mitigation and biodiversity enhancement areas a much more reduced than we discussed at our site meeting. Habitat surveys and botanical surveys of grasslands would provide an essential baseline for assessing biodiversity enhancement. The proposal has a development footprint of 12,455m² and this will result in the loss of semi-natural grassland that although does not qualify as lowland meadow, section 7 habitat, it of biodiversity value, therefore in order to create biodiversity enhancement a greater area of land needs to be provided i.e. more that, you have proposed 2,427m², which is

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very small contribution. I disagree that compensation for loss is far outweighed by the enhancement provided and I am not satisfied with the proposed mitigation and biodiversity enhancement.

Thank you for confirming that Cae Derw will not be used to put soils or excavated materials on or as a construction compound.

I have attached photographs from my site visit in November 2024 in which you can see red clover and cats-ear in the grassland and a likely badger scrap and some grassland fungi (Pink Gill – Entoloma sp.).

No further observations were received as a result of receiving the additional information responding to the observations.

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Public Consultation:

A notice was posted on the site and nearby residents were notified. The advertising period is ending and letters/correspondence objecting to the proposal have been received on the following grounds:

- Light pollution
- Noise pollution
- Delaying traffic flow and creating queues
- Traffic problems affecting the residents of the village of Bontnewydd
- Increase in traffic through Bontnewydd and road safety
- Not within the development boundary
- Concerns regarding the site's visual appearance in a rural area
- It would be visible in the landscape and add an unpleasant urban feature
- The size of the development is too large
- Over-development should there be drive-through food services
- Biodiversity concerns
- Environmental impact due to litter
- The development harms high-quality agricultural land
- Water drainage concerns
- Impact on the Welsh language
- No need for the development / the need has not been proven

As well as the above objections, objections were received that were not material planning objections and these included:

- Ownership concerns
- The closure of local businesses in Caernarfon and Bontnewydd
- Local people do not want or need it
- The "One Stop" off the A55, the Tesco garage in Bangor and garages in Caernarfon should be enough, and there is no value to adding further services in the area

Observations were also received on the application on the grounds of:

- An opinion that it would be better if neither one was located here
- A statement that there is room for one facility that could maintain a charging and fuel service

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5. Assessment of the material planning considerations:

The principle of the development

- 5.1 The first part of policy TRA 1 allows for improvements to the existing transport network provided they comply with the following criteria:

"(i) The route and/or chosen site shall have the least possible impact on the built and natural environment, landscape and properties;"

It is considered that locating the development on a site immediately adjacent to a roundabout on the A487, which is the existing main strategic route, is taking advantage of existing infrastructure and therefore reduces the need for significant intervention elsewhere. There is no evidence that the impact on the built or natural environment will be unacceptable, subject to consideration of other relevant policies which receive further attention later on in the report.

"(ii) The land taken shall be permanently maintained to the minimum required and shall be consistent with good design and high-quality landscaping; and"

The plan seeks to limit the footprint of the development to what is necessary for the operation of a fuel service station and associated shop along with associated parking and landscaping. Use is limited to servicing cars and lorries that require fuel or to recharge electric cars.

"(iii) In the case of cycle routes, park and ride schemes and roadside service areas, the plan will help to improve road safety; and"

The nature of the development as a facility on the side of a main road means that it will serve traffic that already exists on the A487. By providing suitable access and safe internal arrangements, it is considered that the plan could contribute positively to road safety instead of undermining it. The Government's Highways Unit or the Council's Transportation Unit have no objection to the proposal.

"(iv) In the case of new roads, a full range of practical solutions to a transport issue have been considered and road improvement offers the best solution; and"

The proposal does not include the provision of a new road, but rather uses and connects to the existing network. As such, this criterion is not considered to be directly relevant in this case.

"(v) In the case of roadside service areas, the plan must adjoin the strategic road network, focus primarily on serving the needs of motorists, not impede the movement of strategic traffic and in line with Strategic Policy PS 15 not undermine retail provision in the Sub-regional Centre, Urban and Local Service Centres or Villages."

The site is located directly adjacent to the A487, which is part of the strategic road network, and the nature of the development is focused on providing a service to road users here. It is recognised that it is not immediately located on the strategic road, but rather in the nearest practical location to serve the strategic road. The development will not impede the movement of strategic traffic and permission was received that the entrance was safe in terms of the safety of the main road. In addition, the shop element is located within the same building as the till area for fuel, and its location and size (under 200m square and therefore defined as a small shop within the LDP) means

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that it is ancillary to the primary purpose of providing fuel and breaks from travelling and it is therefore not considered that the shop element would be likely to undermine the retail provision of nearby centres.

- 5.2 A significant and thorough Retail Statement has been submitted to support the application, which provides an overview and justification for the retail elements of the proposed development. It includes a sequential test and trade diversion test for the proposal in its entirety. In addition, although the need for the development has been considered in the ancillary Planning Statement, this document also highlights the need for the proposal. The Statement has been informed by an assessment of Caernarfon Town Centre, as well as a qualitative evaluation of the provision of fuel stations in the local area.
- 5.3 The Retail Statement shows that there is a need for the proposed development and confirms an assessment and a conclusion in terms of the sequential test and the impact of retail. It is noted that the shop's retail space will be less than 200m² and it will sell a limited range of convenience goods, with emphasis on ready-to-eat food, sweets, crisps and products to motorists. It is not intended for the shop to act as a convenience provider for the daily needs of the local community, a role that is already achieved by the Morrisons shop in Bontnewydd and many supermarkets in the centre of Caernarfon. In terms of trade diversion, it is considered that the Bontnewydd Morrisons shop, as well as the Caernarfon supermarkets, are in a more suitable location to service local residents compared with the proposed site that has been located on the strategic road network. The main focus of the proposal is on the users of this network instead of local residents. Based on this, it is not considered that the development would lead to any significant detrimental impact on Caernarfon Town Centre or nearby local centres, including Bontnewydd.
- 5.4 Attention is drawn to the fact that, during the public enquiry to the Caernarfon bypass, the Welsh Government noted a lack of roadside services because there was only one rest area designed, although the standards suggested that two should be provided along the road. Consequently, there is a shortage of one service area on the route. The nearest fuel facility is the Texaco station in Caernarfon, approximately 1.7km to the north, but this is not a roadside service provision, i.e. it has no direct access to the new bypass, or bespoke resources such as HGV facilities or electric vehicle charging. Users of the A487 would have to leave the bypass and travel into the town, which ultimately, undermines the purpose of the road. This facility would be an addition within an area that forms a busy junction between Pen Llŷn, as well as the south and north-west.
- 5.5 It is considered therefore that the proposal is located as close as practically possible to the strategic road network, it focuses on serving the needs of drivers, it does not impede the movement of strategic traffic and, in accordance with the Strategic Policy PS 15, it does not undermine the retail provision in the Sub-regional Centre, Local and Urban Service Centres or Village Centres. The shop element of the development is considered to be an ancillary and secondary use to the main use as a fuel station, and an integral part of a roadside service facility. The nature and scale of the shop, with less than 200m² of retail space and a limited range of goods, confirms that it does not operate as an independent shop serving the daily needs of the local community but rather providing convenience to users of the strategic road network. As a result, the shop is considered to serve the existing use on the site, which is the fuel station. In light of this, and given the ancillary nature of the shop, it is considered that the proposal does not need to be assessed as a retail development on its own against all the retail criteria of policy MAN 6, and policy MAN 7 relates only to hot take-away food shops and is therefore irrelevant in this case. Policy PS15 specifically relates to opposing a development that would take away from the

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vitality and viability of retail units in the Principal Retail Areas. Due to the size of this retail area and its ancillary connection to the main use as a fuel sales facility, it is not considered to be contrary to the principle of this policy. To this end, it can be confirmed that the proposal that includes an ancillary shop complies with policy TRA 1 of the LDP.

- 5.6 Given the assessment above against the Policy TRA 1 criteria, it can be concluded that the proposal complies with the requirements of policy PS15 and NCT 4.
- 5.7 Policy PCYFF 1 states that developments within development boundaries should be favoured, with developments outside these boundaries restricted unless there is clear justification showing that they are appropriate to their rural location. Although the current proposal for a fuel station and associated shop is located outside a development boundary, and therefore within open countryside, it is considered that the nature of the use depends on its location on the transport network and serves passengers and the wider community. In addition, the proposal complies with the requirements of policy TRA 1. In this case, it is considered that there is a clear functional and locational rationale for the proposed site, and that there are no more appropriate sites within the development boundaries. As a result, although it is a deviation from the preferred development pattern, the proposal is considered acceptable in principle under the requirements of Policy PCYFF 1.

Visual amenities

- 5.8 The proposal has been carefully developed through a pre-application process, with a significant reduction in the size of the site, retaining as many of the existing natural elements as possible, ensuring that it appropriately responds to its rural location and its built environment.
- 5.9 In accordance with the requirements of Policy PCYFF 3, the plan demonstrates a design of appropriate quality that considers the character of the landscape, the topography and the existing vegetation. The shop building has been set low within the site, with changes to the land levels and its location meaning that it sits under the existing tree canopy. Consequently, although there is a need to acknowledge that the development will be visible to an extent in the landscape, it is considered that it has been located in the best possible place to restrict its visual impact, as it has been 'pushed into' the site and partly screened by existing vegetation and a proposed landscaping plan.
- 5.10 It is considered that the site's location is acceptable for the proposed development in terms of its visual impact within the landscape. The site is located behind the roundabout and, practically, has been set a step back from the busy roundabout, which means that the site is not very prominent when travelling along the main road. Consequently, the development does not attract attention in a prominent manner nor does it appear as a dominant feature within the wider landscape.
- 5.11 In addition, the site's natural land levels, as well as the careful setting of the proposed buildings, contribute significantly towards reducing its visibility. The comparatively low height of the structures, as well as their location within the land and the use of proposed and natural screening, ensure that the development does not appear to be intrusive or incompatible with the semi-rural character of the area.
- 5.12 The use of high-quality natural and local materials, as well as the comprehensive landscaping plan, ensure compliance with Policy PCYFF 4 by integrating the development effectively.

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- 5.13 In addition, in terms of Policy PCYFF 3, it is not considered that the development will have an unacceptable impact on visual amenities or the character of the area, especially given the fact that the landscape has already been influenced by modern infrastructure such as the bypass and roundabout nearby. The moderate scale of the development, its restricted height and its location within the site contribute towards reducing its visibility.
- 5.14 It is considered that this site proposed the most suitable location within the local context to provide the development, restricting its visual impact and therefore helping to ensure that it blends appropriately into the landscape.
- 5.15 Overall, it is considered that the proposal demonstrates a sensitive and considerate design that manages to balance functional requirements and respect the landscape and the local environment, and therefore it complies with the relevant requirements of policies PCYFF 3 and PCYFF 4 of the LDP.

General and residential amenities

- 5.16 In accordance with the requirements of policy PCYFF 2 and 3, the impacts of the development on the general and residential amenities of neighbouring properties were considered. The closest property is located approximately 90m from the site, and therefore there is sufficient distance to mitigate direct impacts such as over-looking and a sense of oppression. Although it is acknowledged that the development could lead to some temporary disruption, especially during the construction phase, the building work time can be conditioned and restricted on the site to protect the nearby houses from ongoing construction noise.
- 5.17 It must be accepted that there will be an increase in activity on the site as a result of the development, but it is not considered that this would lead to a negative significant impact on the quality of life of nearby residents. The observations from Public Protection note that the noise assessment states appropriate noise levels within the finished site to not have a negative significant impact on residents. A condition will be imposed on any permission to ensure that noise levels will not increase above the level noted in the noise report. The site is close to an existing busy bypass, and therefore a significant level of noise and background traffic movement is already characteristic in the area. Consequently, it is not expected for the proposal to significantly add to the existing disruption or disrupt existing amenities to an unacceptable extent, subject to relevant conditions. In this respect, it is believed that the development complies with policies PCYFF 2 and 3 of the LDP as a result of residential and general amenities.

Transport and access matters

- 5.18 The Transportation Unit has noted that they have no objection to the application. It is considered that the proposed visibility arrangements from the site access are acceptable, as well as the provision to facilitate active travel connections. It is also noted that an area within the site has been dedicated to four car-share vehicles, which is considered a positive aspect of the proposal. It is recommended that this provision is safeguarded by imposing an appropriate condition. The Unit has no concerns in terms of traffic levels in and out of the site, nor in terms of the internal arrangements. It is further recommended that conditions are imposed to ensure that the surface water is appropriately managed to ensure that it does not drain into the main road, as well as a specific condition to protect the car-share provision. The Government's Highways Unit is also satisfied with the proposal.

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- 5.19 To this end, by considering the above comments and imposing relevant conditions, it is believed that the proposal complies with policies TRA 2 and TRA 4 of the LDP.

Biodiversity matters

Afon Gwyrfaï and Llyn Cwellyn Special Area of Conservation

- 5.20 The proposed site is located within the consultation zone of the Afon Gwyrfaï Special Area of Conservation on the basis of Phosphorus impact, and in particular because it is intended to connect to the main sewer, and the Waste Treatment Site serving this area is the Llanfaglan site which discharges into Afon Gwyrfaï. As a result, in accordance with the Conservation of Habitats and Species Regulations 2017, the Local Planning Authority is required to assess whether the proposal is likely to have a detrimental effect on the integrity of the SAC. Proposed developments resulting in an increase in phosphorus load within the catchment area may result in adverse impacts on water quality and therefore on the ecological status of the SAC. Information has been submitted as part of the application confirming that it is intended to link to the Caernarfon Waste Treatment Site instead of Llanfaglan, and Welsh Water's comments confirm that this is acceptable, subject to their connection to a specific point which needs to be ensured by a planning condition. On the basis of this information and that this can be achieved through a planning condition, it is not considered that the proposal would have any impact on phosphorus levels in Afon Gwyrfaï and therefore that the proposal demonstrates neutrality in this regard.
- 5.21 In addition, a response from Natural Resources Wales highlights that otters are a feature of the Afon Gwyrfaï and Llyn Cwellyn SAC. It is noted that information had been submitted in relation to a survey/assessment conducted on the site in relation to otters. The Preliminary Ecological Assessment, Wyndrush Wild, WW/11123, 1 November 2023, noted that the site does not offer a lot of potential to be used by otters that travel around the area. However, any construction work can cause disruption to this feature of the SAC, and the Construction Environmental Management Plan submitted (dated 07/08/2025) does not include any reference to measures in relation to reducing potential impacts on otters during the construction phase. Natural Resources Wales advises that the Construction Environmental Management Plan (CEMP) must include Otter Reasonable Avoidance Measures to prevent and reduce disturbance to otters during any construction work, and the CEMP should be agreed to the satisfaction of your Authority as a condition of any planning permission before commencing work relating to the development. To this end, it is considered that it can be ensured that the proposal will not have any potential impact on the otters and therefore it is considered that the impact is neutral in this case.
- 5.22 The site is 2km upstream from the Afon Gwyrfaï and Llyn Cwellyn SAC, and there is a watercourse (Afon Rhosdican) on the site which discharges into the Afon Gwyrfaï and Llyn Cwellyn SAC and therefore provides a direct hydrological route to the protected site. After work commences on the proposed development, there are elements (e.g. filling with petrol, cleaning vehicles) that could pollute groundwater or surface water and therefore, a considerate drainage system for these elements on the proposed development is needed. The proposals for surface water drainage should include appropriate provision for addressing pollution. Due to the size of the proposed parking spaces, interceptors must be located in every car park. We note that Section 9.5 of the Flood Consequence Report notes that a 'petrol interceptor' will be installed. We advise that Class 1 interceptors must be installed and that the details of the proposed interceptors are included on subsequent drainage design drawings. In order to reduce any risk, it is possible to impose a planning

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condition to prevent any vehicle cleaning service that has not been agreed beforehand with the Local Planning Authority. Natural Resources Wales have reviewed the submitted CEMP (dated 07/08/2025) and advise that specific matters relating to the remit of the Ecological Work Clerk are updated to include monitoring pollution, silty water run-off, etc.; that a 24/7 phone number for the site representative / work clerk is provided to the Natural Resources Wales Environment Team in case of any incidents relating to water quality / waste, updating the content to refer to current documents, ensuring inspections daily/twice a day instead of regularly, using specific measures to manage silty water associated with dehydrating excavations, including further details regarding waste management during the construction phase and additional details regarding regular checks for litter, particularly during windy weather, and details regarding precautionary measures where strong winds are anticipated to secure materials on the site. A condition on the amended CEMP including the details above will be imposed on any planning permission, and to this end, it is considered that there will be no impact on the SAC as a result of water run-off or pollution and that these measures ensure a neutral situation.

Glynllifon Special Area of Conservation

- 5.23 The site is located approximately 4.5km away from the immediate parts of the Glynllifon Special Area of Conservation (SAC) and as a result, in accordance with the Conservation of Habitats and Species Regulations 2017, the Local Planning Authority is required to assess whether the proposal is likely to have an adverse impact on the integrity of the SAC. It is known that lesser horseshoe bats, which are a feature of the Glynllifon SAC, use the area for commuting and/or food foraging purposes, and the information submitted as part of the application recognises that the commute/foraging area can be up to 10km from the SAC. The proposal has the potential to affect bats that therefore forage for food/commute, particularly through the loss of hedges or trees used as flight lines and through inappropriate lighting. The information submitted with the application confirms that lesser horseshoe bats have been discovered during a period of monitoring the site (4 have been discovered within a 5-day period of suitable weather), and the site plans and landscaping plan confirms that a small part of an existing hedge is removed for access to the site, but an additional hedge is being provided that connects the existing hedges. The part of the hedge that is removed is not likely to be a path that is used by bats as it ends before reaching the main road and there is no further connection. The information submitted as part of the application states that the small size of the site, the intended landscaping as well as the distance from the SAC means that there is no likely significant impact on the characteristics of the SAC.
- 5.24 A detailed Lighting Impact Assessment has been submitted as part of the application. The proposed lighting plan has been designed to ensure that external lights focus on the appropriate areas, with lighting up being reduced to the maximum. It is intended to reduce unnecessary light pollution, energy use, and impact on neighbours and wildlife habitats. Every external lighting unit, including those on a canopy, buildings, access road, footpaths and parking spaces, will use LED lamps with detailed management. These lights will be controlled by a daylight sensor, that is installed to prevent operation during daylight hours and outside approved hours. These light restrictions are also relevant to the period of building the development. The plan complies with the relevant requirements for managing light overflow, including E2 Environmental Zone (ILP GN01/21) standards. In addition, ILP GN08/23 guidelines on artificial lights and wildlife, especially bats, will be fully implemented to protect the movement routes for species.
- 5.25 The Local Planning Authority, as the competent authority in this case, has considered the information submitted as part of the application, as well as observations from Natural Resources

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Wales that suggest that the Lighting Impact Assessment and the Biodiversity Enhancement and Soft Landscaping Plan submitted provide sufficient grounds to consider the potential impacts of the plan on the lesser horseshoe bat species as a feature of the SAC, there will be a need to develop aspects of the proposed plan further. However, Natural Resources Wales believes that the further information could be provided through suitably-worded conditions on any planning permission. Therefore, to secure appropriate mitigation measures, it is advised that the conditions should be appended and, to this end, Natural Resources Wales does not consider that the proposal will have a detrimental impact on the entirety of the SAC site.

- 5.26 Therefore, the Local Planning Authority believes that, due to the distance of the site from the SAC and the likely routes that the bats will use to travel between the SAC and this site (which includes a busy main road and villages), and mitigation measures that could be secured through appropriate conditions proposed by Natural Resources Wales, there is no significant likely impact on the Glynllifon SAC or its characteristics as a result of this proposal.

Mitigation measures and improvements

- 5.27 The site has been supported by a Green Infrastructure Statement, as well as an Ecological report that shows how the development has incorporated the principles of the phased approach, with the aim of avoiding, reducing and mitigating harmful impacts on biodiversity, when ensuring net improvement.
- 5.28 In terms of safeguarding, the plan keeps the main existing ecological characteristics on the site, including the trees, pebble bank and the existing hedges on the northern, eastern and western boundaries, with only the small loss of two trees and a small piece of hedge that are not of high ecological significance. In addition, the site is not located within any ecological designation, reducing the risk of impact on land of national importance.
- 5.29 Given biodiversity maintenance, the plan includes measures to improve the condition of existing habitats that are currently of low value, including improving and closing gaps in hedges, as well as reducing the current grazing pressure to allow the vegetation to develop to become fuller and more varied. There is also commitment to long-term management of the green infrastructure to ensure that these ecological benefits are maintained over time.
- 5.30 In terms of improving biodiversity, the development provides a wide range of measures to create new habitats and to increase ecological variety on the site. Specifically, it is proposed to create approximately 12,783m² of rich grassland in terms of species, which is more than the surface of habitats lost, ensuring net benefit. This is supported by planting new native trees, including traditional fruit orchards and creating new hedges and improvements to existing ones. Furthermore, specific characteristics are proposed for wildlife such as bird and bat boxes, hibernacula areas for reptiles and access for otters.
- 5.31 The plan also places an emphasis on better ecological connectivity, creating habitat "stepping stones" that will enable species to move, feed and breed across the wider landscape. In addition, sustainable drainage elements (SuDS), such as grips (swales) and water collection systems contribute towards creating micro-habitats and supports biodiversity.
- 5.32 Overall, the plan goes beyond mitigating impact, providing a net improvement to biodiversity by increasing the size and quality of habitats on the site compared with the existing condition.

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- 5.33 The Local Planning Authority has carefully considered the observations received by the biodiversity unit, and after conducting detailed meetings and discussions with the applicant, it is considered that the mitigation measures and enhancements noted in the Green Infrastructure Statement, as well as the associated plans and any relevant planning conditions, are sufficient to address the concerns raised, subject to further details to ensure that there is no impact on the SAC as noted above. A further bat report, prepared by Biocensus in September 2025, has been submitted as part of the application. In addition, a report on nesting birds has also been provided to assess the potential ecological impact. Although the Lighting Impact Assessment and the Biodiversity Enhancement and Soft Landscaping Scheme provide sufficient grounds to consider the potential impacts of the plan on this species as a feature of the SAC, it is noted that some aspects of the proposed development require more detailed information. However, it is considered that these matters could be addressed by imposing appropriate conditions on the permission, which will ensure that the relevant information is presented and implemented as part of the development. In terms of the observations from the biodiversity unit regarding draining the site and sewerage, it is noted that the aspect previously highlighted regarding the drainage procedure has changed. The development now proposes to connect to the Caernarfon sewage treatment system, and consequently, it is considered that the concerns in the observations are no longer relevant in terms of biodiversity.
- 5.34 It is acknowledged that there will be an initial impact on biodiversity as a result of the development, especially during the construction phase. However, given the nature and magnitude of the proposed biodiversity improvements, including the creation of new habitats, the planting of native trees and hedges, and the provision of specific features for wildlife, it is considered that the development will lead to a net improvement in biodiversity in the long term.
- 5.35 Furthermore, these measures contribute to strengthening ecological connectivity and improving habitat quality on site and in the wider area. As a result, the Authority is confident that the work carried out will improve and enrich biodiversity in the local landscape over time.
- 5.36 It is therefore considered that the proposal complies with the requirements of Strategic Policy PS 19 (Conserving and Enhancing the Natural Environment), ensuring safeguarding, maintaining and enhancing biodiversity. In addition, the development is in accordance with Chapter 6 of Planning Policy Wales, clearly showing the phased approach, providing multi-functional green infrastructure, and ensuring net benefit to biodiversity.

Land Drainage Matters

- 5.37 New developments require approval from the SuDS Approval Body (SAB) before construction can commence. The adoption and management arrangements, including a funding mechanism for the maintenance of the SuDS infrastructure and all drainage elements, must be agreed by the SAB. Planning Policy Wales advises that developments should reduce flood risk and should not increase flood risk.
- 5.38 A Flood Consequence Assessment report and Drainage Strategy have been submitted and assessed by the relevant consultations. It is noted that the site is not in a flood zone. Although some aspects would be subject to further attention in a detailed SuDS application, there are plenty of green spaces within the site to allow amendments to the plan without the need to change the general plan of the development. On these grounds, the SuDS Approval Body (SAB) has no objection to the application.

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- 5.39 Section 1 of the new TAN 15 (2025) states "This document replaces Technical Advice Note 14, issued in 1998 and Technical Advice Note 15, issued in 2004. Development Plans and planning decisions should no longer refer to those documents." However, the clarification letter states that "...the publication of new guidance could have an impact on the processing of planning applications therefore there will be a transitional period for the implementation of the TAN. Therefore, planning applications submitted and registered before the new TAN was published will continue to be assessed against the previous version ...". Therefore, official guidance from the Welsh Government for planning applications submitted and registered before 31 March 2025 are to be assessed for flood risk on the content of the 1st edition of the TAN 15 policy published in 2004.
- 5.40 It is therefore believed that the proposal complies with the requirements of Planning Policy Wales and Technical Advice Note 15 (TAN 15) in relation to flood risk and drainage.

Sustainability matters

- 5.41 The application shows a range of sustainability measures that have been incorporated to the design and implementation of the proposed development. It is intended for the site to provide important services to users of the strategic highways network, including electric charging and fuel facilities, to respond efficiently to the needs of modern transport.
- 5.42 There was clear emphasis on including green spaces, trees, stone walls and hedge boundaries, to maintain as much of the existing biodiversity as possible. This is reiterated by a comprehensive landscaping plan which proposes to plant new native trees, hedges, shrubs and grasslands, improving the environmental quality of the site in its entirety.
- 5.43 It is also proposed to use permeable materials for parking spaces to allow surface water to permeate naturally to the ground, supporting sustainable drainage principles. Furthermore, energy for the main building will be generated through solar panels, with the intention of reducing the reliance on fossil fuels. Additional measures include providing recycling facilities on the site and reducing plastic use.
- 5.44 One of the main sustainable elements is the extensive provision of electric vehicle rapid charging points, which responds to the known shortage in the provision in the local area and across north Wales. This contributes to improving local air quality and reducing emissions, promoting movement towards low carbon travel.
- 5.45 In addition, the development supports active travel by providing a new public footpath that connects to the existing pavement network, improving access for pedestrians. There is also a special area to park cars for car sharing that reduces the number of cars on the road. The landscaping plan has also been designed to provide effective natural screening, reduce light pollution and create an attractive environment which suits the local landscape, whilst remaining visible and accessible to users of the road network.
- 5.46 As a result, the proposal is considered to demonstrate a strong commitment to the principles of sustainability, in line with the requirements of Policies PCYFF 5, PS 4 and PS 5, which promote sustainable development, reduce environmental impacts, and support more sustainable modes of travel.

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Language Matters

- 5.47 In accordance with the Planning (Wales) Act 2015, it is a duty when making a decision on a planning application to consider the Welsh language, where it is relevant to that application. This is reiterated further in para 3.28 of Planning Policy Wales (Edition 12, 2024), and Technical Advice Note 20.
- 5.48 The Supplementary Planning Guidance (SPG) 'Maintaining and Creating Unique and Sustainable Communities' (adopted July 2019), provides further guidance on how it is expected for Welsh language considerations to be incorporated in each relevant development.
- 5.49 It is noted that there are some specific types of development where it will be required for the proposal to submit a Welsh Language Statement or a Welsh Language Impact Assessment. The thresholds in terms of when it is expected to submit a Statement/Report have been highlighted in Policy PS1 of the Joint LDP, along with Diagram 5 of the SPG.
- 5.50 There is a Welsh Language Statement submitted in support of the application, despite the fact that the proposal does not meet the specific thresholds for submitting a Statement in accordance with Strategic Policy 1 and the SPG: Creating Distinctive and Sustainable Communities. It is noted that the contents of this 'Statement' are not in line with the requirements of the SPG, however as the proposal does not meet the specific thresholds set out in PS 1 and the associated SPG, this is not required. The Statement refers to the consideration given to incorporating the Welsh language within the development including bilingual signage, bilingual advertising of jobs and identification of language requirements along with use of the language in advertising the development on social media sites.
- 5.51 Therefore, through a condition as a result of the findings of the Linguistic Statement to include a Welsh name for the development and promote bilingual advertisements, the proposal is not contrary to the requirements of policy PS 1 of the LDP.

Agricultural Land

- 5.52 The proposed site is grade 3b agricultural land and is therefore regarded as the best and most versatile agricultural land. When considering and determining development control applications, considerable weight should be given to protecting the best agricultural land for development, because of its special importance. Land in grades 1, 2 and 3a should only be developed unless there is an overriding need for the development. As there is grade 3b agricultural land on this site, it is considered that it is acceptable to use the site for this development. It is therefore considered that the proposal complies with criterion 6 of policy PS6 of the LDP.

Cumulative effect

- 5.53 It is recognised that each application needs to be assessed on its own merits, but it must also be noted that an application has been submitted for a development of the same type at an adjacent location under reference C24/0323/14/LL Proposed petrol filling station, electric vehicle charging hub, retail building and creation of new access and associated works to include landscaping - Land near Muriau Park Hotel, Ffordd Bont Saint, Caernarfon, Gwynedd, LL55 2YS. This application is submitted to the same Planning Committee for a decision. Both applications have been assessed separately, but it is also considered necessary to assess their cumulative impact. The proposal before

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you is acceptable in every aspect, but the proposal that is the subject of the other application (C24/0323/14/LL) is unacceptable on the basis of matters such as road safety, residential amenities and the use of high-quality agricultural land; and there is insufficient information to complete an Appropriate Assessment under the Conservation of Habitats and Species Regulations 2017, to assess the proposal against Chapter 6 of Planning Policy Wales in relation to green infrastructure and a phased approach, or to assess the impact of the proposal in terms of groundwater or land contamination or flood impact in respect of policies PCYFF 2 and PS6 of the LDP.

- 5.54 To this end, it is necessary to conclude that the cumulative impact of both developments on the area would be unacceptable for the same reasons.

Response to the public consultation

5. 55 It is believed that all the valid planning matters raised during the public consultations have been fully considered in the report. The development complies with the relevant policies, specifically Policy TRA 1 relating to the principle of the proposal and this policy does not require there to be a specific need for this development, but instead, ensures that it focuses on fulfilling the needs of drivers.
- 5.56 It is noted that many of the comments relate to matters beyond the planning system, including land ownership matters.

6. Conclusions:

- 6.1 It can be concluded that the proposal for a fuel station development and the associated work is acceptable, as it does not lead to an unacceptable impact on the area or its environment. Given the mitigation measures and the appropriate control through planning conditions, it is believed that it can be ensured that there will be no negative impact as a result of the proposal. Therefore, by imposing the appropriate conditions, the development is considered acceptable. It is recommended to approve the development with the conditions listed below.

7. Recommendation: To approve with conditions

- 7.1 To approve – conditions

1. 5 years
2. In accordance with the plans
3. Highways Conditions
4. Public Protection Conditions
5. Natural Resources Wales Conditions
6. Biodiversity Conditions
7. Welsh Language Conditions
8. A Welsh name for the site



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A	02.08.24	BOUNDARY UPDATE	SPB
B	05.09.24	OLD ROAD REMOVED	SPB
C	07.09.24	OWNERSHIP BOUNDARY UPDATE	KLo
D	12.09.24	OWNERSHIP BOUNDARY UPDATE	KLo
E	15.09.24	OWNERSHIP BOUNDARY UPDATE	KLo
F	16.09.24	OWNERSHIP BOUNDARY UPDATE	KLo
G	20.10.24	BOUNDARY UPDATE	KLo

Cynllun Diwygiedig Amended Plan

—	APPLICATION
—	BOUNDARY
—	OWNERSHIP
—	BOUNDARY

DERBYN
Adran Cynllunio 29.11.2024

PLANNING



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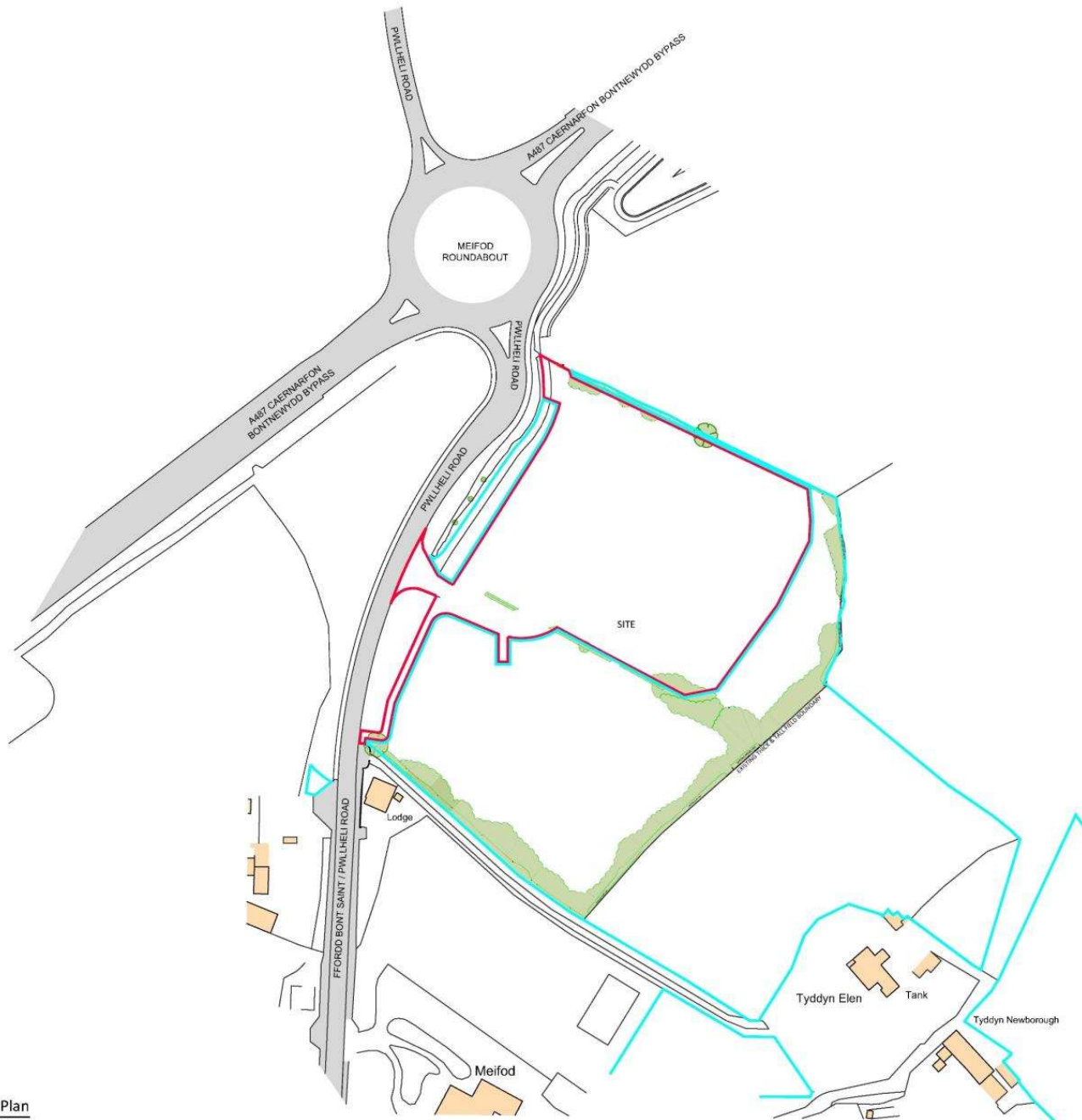
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Client: MEIFOD FARM

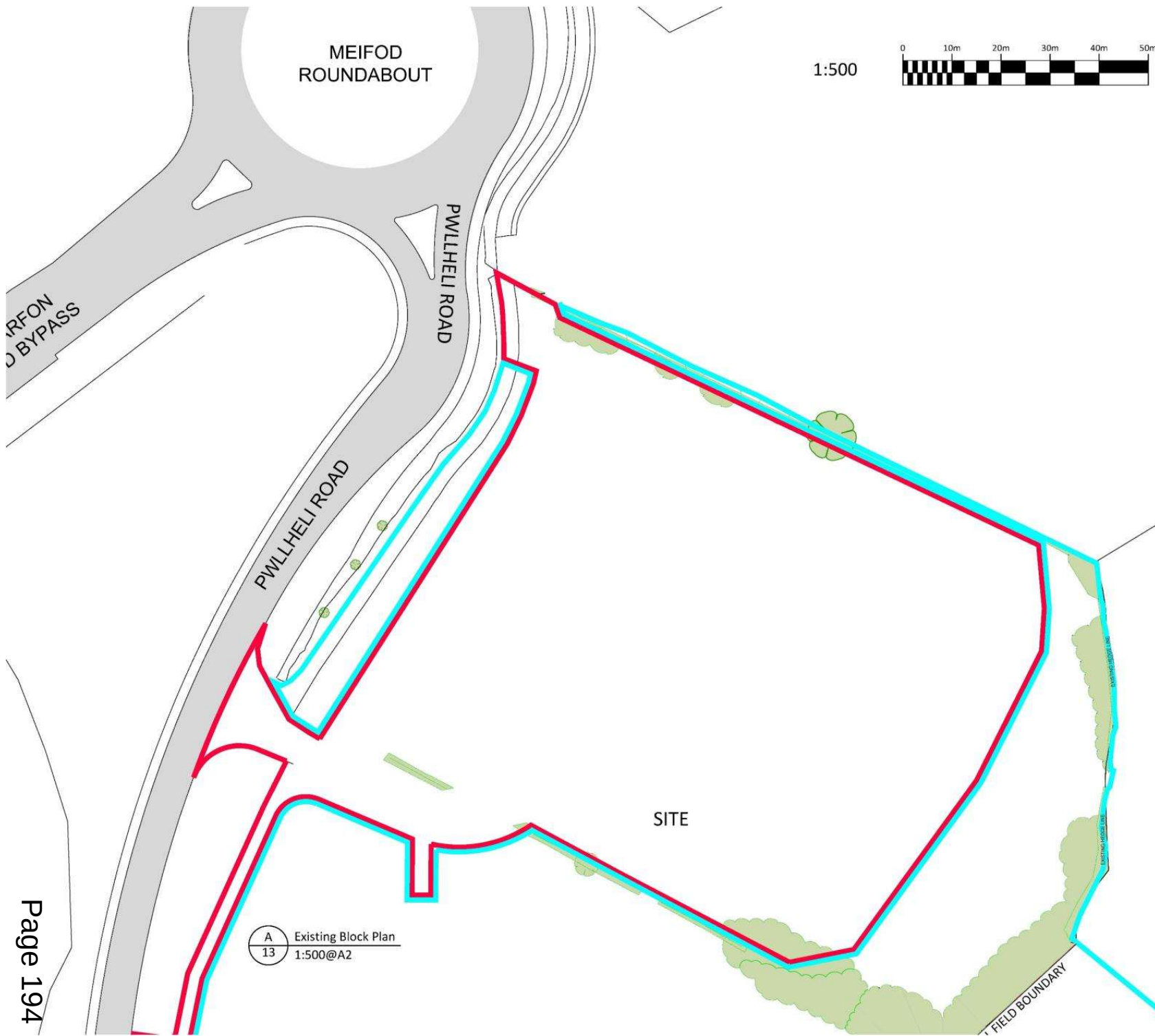
Project: PROPOSED MEIFOD ROADSIDE SERVICES
LAND ADJACENT TO MEIFOD ROUNDABOUT
PWLLHELI ROAD, BONTNEWYDD, GWYNEDD

Drawing: LOCATON PLAN

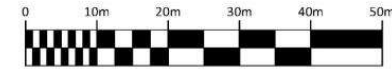
Purpose: PLANNING Date: 04.07.24
Scale: 1:1250@A2 Drawn: KLo
Dwg. No: J9607 - 11 Revision: G



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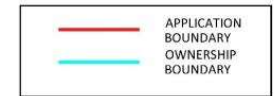
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**Cynllun Diwygiedig
Amended Plan**



A 29.10.24 BOUNDARY UPDATE KLo

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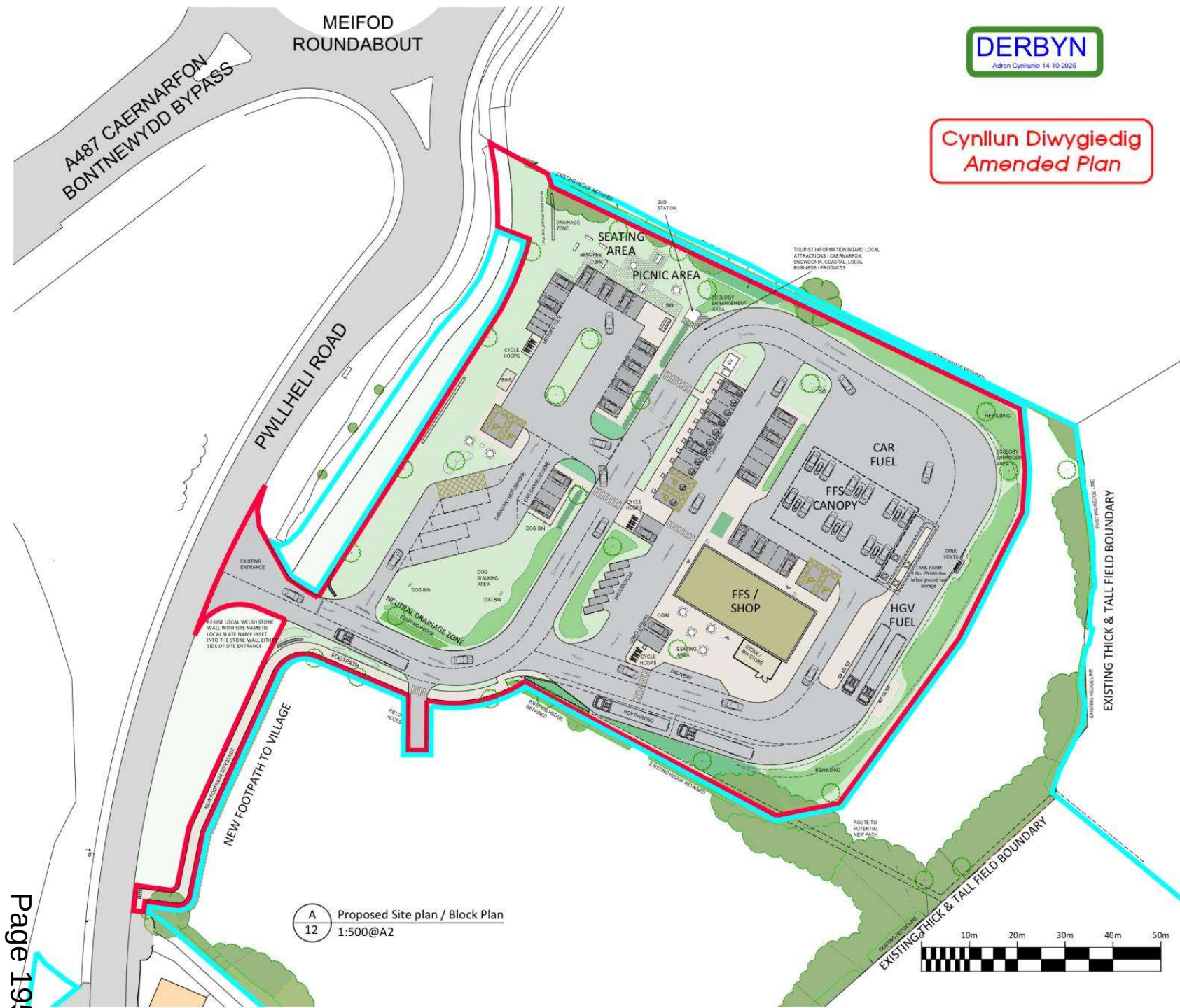
Client: MEIFOD FARM

Project: PROPOSED MEIFOD ROADSIDE SERVICES
LAND ADJACENT TO MEIFOD ROUNDABOUT
PWLLELI ROAD, BONTNEWYDD, GWYNEDD

Drawing: EXISTING BLOCK PLAN

Purpose: PLANNING Date: 04.07.24
Scale: 1:500@A2 Drawn: KLo
Dwg. No: J9607 - 13 Revision: A

A
13 Existing Block Plan
1:500@A2



A
12
Proposed Site plan / Block Plan
1:500@A2



Cynllun Diwygiedig
Amended Plan



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A 02.08.24	GENERAL UPDATE	KLD
B 05.09.24	PARKING NOT UPDATED	KLD
C 09.09.24	UPDATED FOOTPATH TO VILLAGE	EC
D 18.09.24	LANDSCAPE ADDED	KLD
E 25.10.24	BOUNDARY UPDATE	KLD
F 04.12.24	FUEL STORAGE TANKS ADDED	EC
G 20.01.25	HGV PARKING REMOVED	EC
H 12.06.25	SWALE OMITTED	KLD
J 18.07.25	STONE WALL RELOCATED	EC

SITE AREA 1.23906 HECTARE
BUILDING AREA FUEL FILLING STATION / SHOP - 3500sqft
PARKING SEATING AREA PARKING - 18 SPACES (INCL. 2 ACCESSIBLE) SHOP / FILLING STATION - 17 SPACES (INCL. 2 ACCESSIBLE) MOTORHOME / CARRAVAN - 4 SPACES MOTORCYCLES - 10 SPACES HGV - 2 SPACES CAR SHARE SCHEME - 4 SPACES TOTAL SPACES - 55 EV CHARGING - 11 (INCL. 2 ACCESSIBLE)
GREEN WALK GREEN WALK AROUND SITE 0.4km

PLANNING

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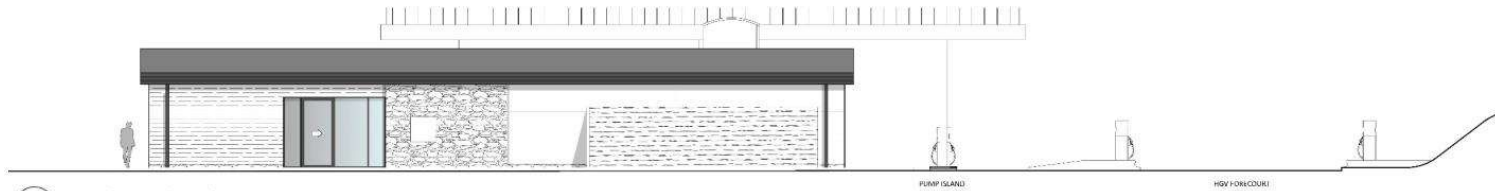
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Client:	MEIFOD FARM
Project:	PROPOSED MEIFOD ROADSIDE SERVICES LAND ADJACENT TO MEIFOD ROUNDABOUT PWLLHELI ROAD, BONTNEWYDD, GWYNEDD
Drawing:	WEDI YMGYNGHORI AFTER CONSULTATION PROPOSAL PROPOSED SITE LAYOUT / BLOCK PLAN
Purpose:	PLANNING
Scale:	1:500@A2
Dwg. No:	J9607 - 12
Date:	04.07.24
Drawn:	EC
Revision:	J

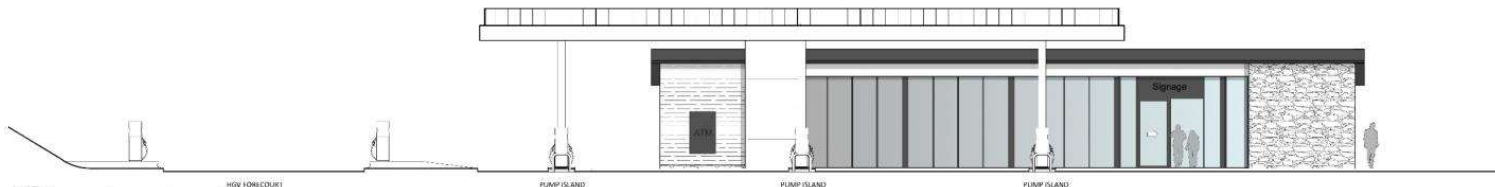








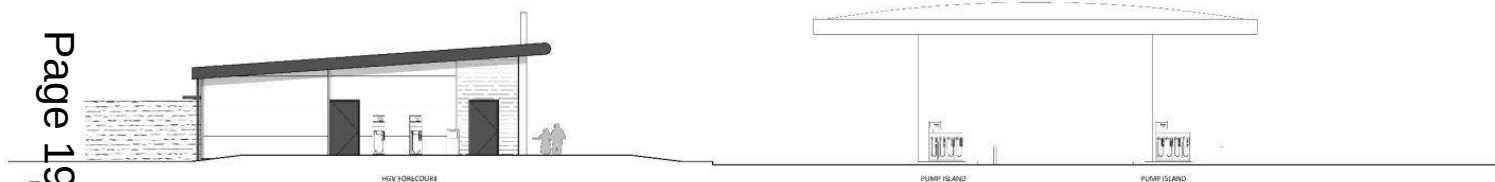
A
19 Proposed Site North East Elevations
1:100@A1



B
19 Proposed Site South West Elevations
1:100@A1



C
19 Proposed Site North West Elevations
1:100@A1



D
19 Proposed Site South East Elevations
1:100@A1

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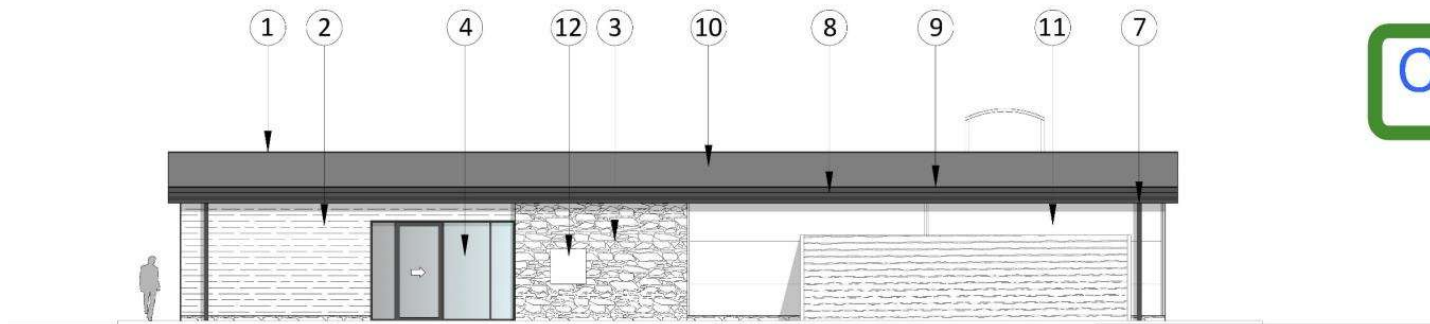
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Client: MEIFOD FARM

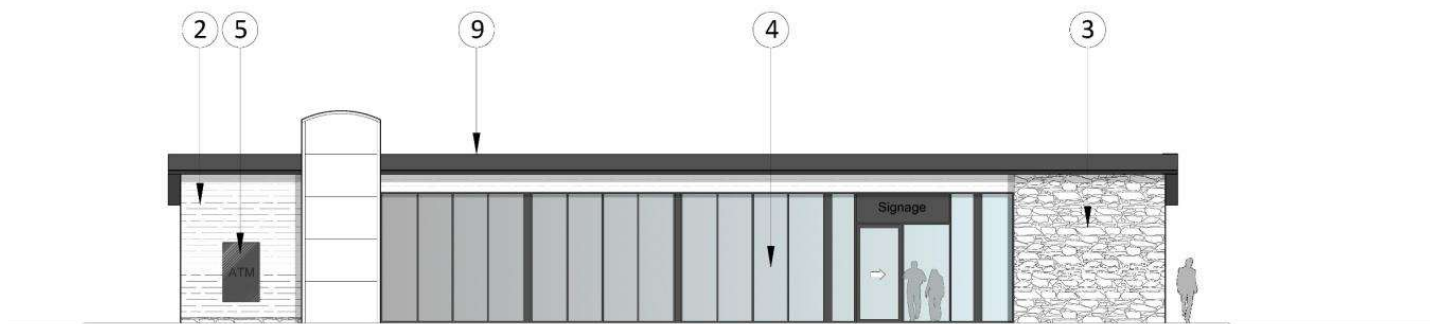
Project: PROPOSED MEIFOD ROADSIDE SERVICES
LAND ADJACENT TO MEIFOD ROUNDABOUT
PWLLHELI ROAD, BONTNEWYDD, GWYNEDD

Drawing: WEDI YMGYNGHORI AFTER CONSULTATION
PROPOSAL
PROPOSED ELEVATIONS

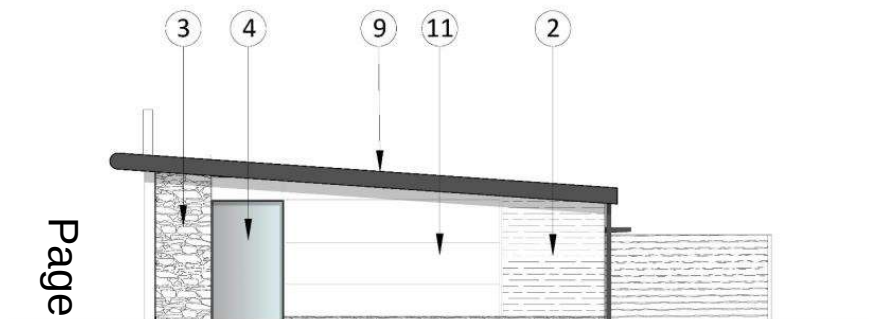
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Dwg. No: J9607 - 19 Revision: B



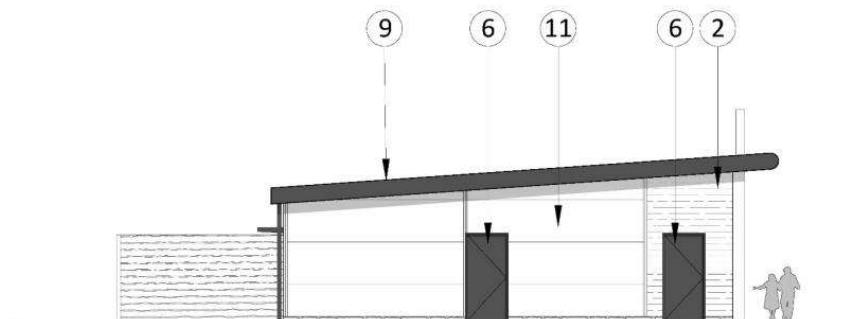
A
18 Proposed Site North East Elevations
1:100@A2



B
18 Proposed Site South West Elevations
1:100@A2



D
18 Proposed Site South East Elevations
1:100@A2



C
18 Proposed Site North West Elevations
1:100@A2



DIM I RADDFA / NOT TO SCALE

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B 19.08.24 ELEVATION UPDATED
C 19.08.24 ELEVATION UPDATED
D 20.08.24 ROOF LOWERD

MATERIAL KEY

- ① Kingspan composite metal roof system
Colour: RAL 7038 Goose Grey
- ② Timber composite panel
- ③ Welsh Stone
- ④ Double Glazed power coated aluminium curtain walling. Colour: RAL 7016 Anthracite grey
- ⑤ Aluminium panel for ATM. Colour RAL 7016 Anthracite grey
- ⑥ Power coated steel doors Colour RAL 7016 Anthracite grey
- ⑦ Power coated aluminium rain water pipe. Colour RAL 7016 Anthracite grey
- ⑧ Power coated aluminium gutter. Colour RAL 7016 Anthracite grey
- ⑨ Power coated aluminium fascia. Colour: RAL 7016 Anthracite
- ⑩ PV Panels
- ⑪ Grey composite cladding
- ⑫ Slate Insert

PLANNING



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Client: MEIFOD FARM

Project: PROPOSED MEIFOD ROADSIDE SERVICES
LAND ADJACENT TO MEIFOD ROUNDABOUT
PWLLHEU ROAD, BONTNEWYDD, GWYNEDD

Drawing: WEDI YMGYNGHORI AFTER CONSULTATION
PROPOSAL
PROPOSED SHOP ELEVATIONS

Purpose: PLANNING Date: 17.08.24
Scale: 1:100@A2 Drawn: EC
Dwg. No: J9607-18 Revision: C











